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FEDERAL AVIATION ADMINISTRATION WASHINGTON DC OFFICE --ETC F/G 1/2
IFR AIRCRAFT HANDLED: FORECAST BY AIR ROUTE TRAFFIC CONTROL CEN--ETC(U)
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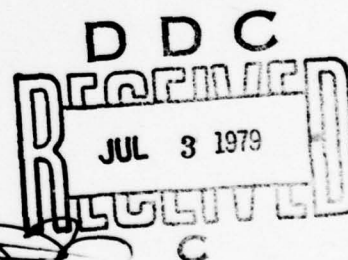
IFR AIRCRAFT HANDLED

Forecast by
AIR ROUTE TRAFFIC CONTROL CENTER
FISCAL YEARS 1979-1990

APRIL 1979

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Office of Aviation Policy
Aviation Forecast Branch
Washington, D.C. 20591

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| 16. Abstract <p>The report presents the forecasts of Instrument Flight Rule (IFR) aircraft handled by FAA air route traffic control centers (ARTCC). It serves as a base for the FAA planning and budget process in determining future requirements for facilities, equipment and manpower.</p> <p>The forecasts show that total aircraft handled will increase from 28.1 million in FY 1978 to 45.6 million in FY 1990. These national total numbers along with those for the intervening years are broken down by FAA region and by each air route traffic control center in this report.</p> | | |
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FISCAL YEARS 1979-1990**

APRIL 1979



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CONTENTS

| | <u>Page</u> |
|---|-------------|
| INTRODUCTION | 3 |
| INDEX TO FAA REGIONS AND AIR ROUTE TRAFFIC CONTROL CENTERS | 7 |
| U.S. Total | 9 |
| New England | 11 |
| Eastern | 13 |
| Southern | 17 |
| Great Lakes | 25 |
| Central | 31 |
| Southwest | 33 |
| Rocky Mountain | 37 |
| Western | 41 |
| Northwest | 45 |
| Alaskan | 47 |
| Pacific | 49 |
| APPENDIX | 53 |

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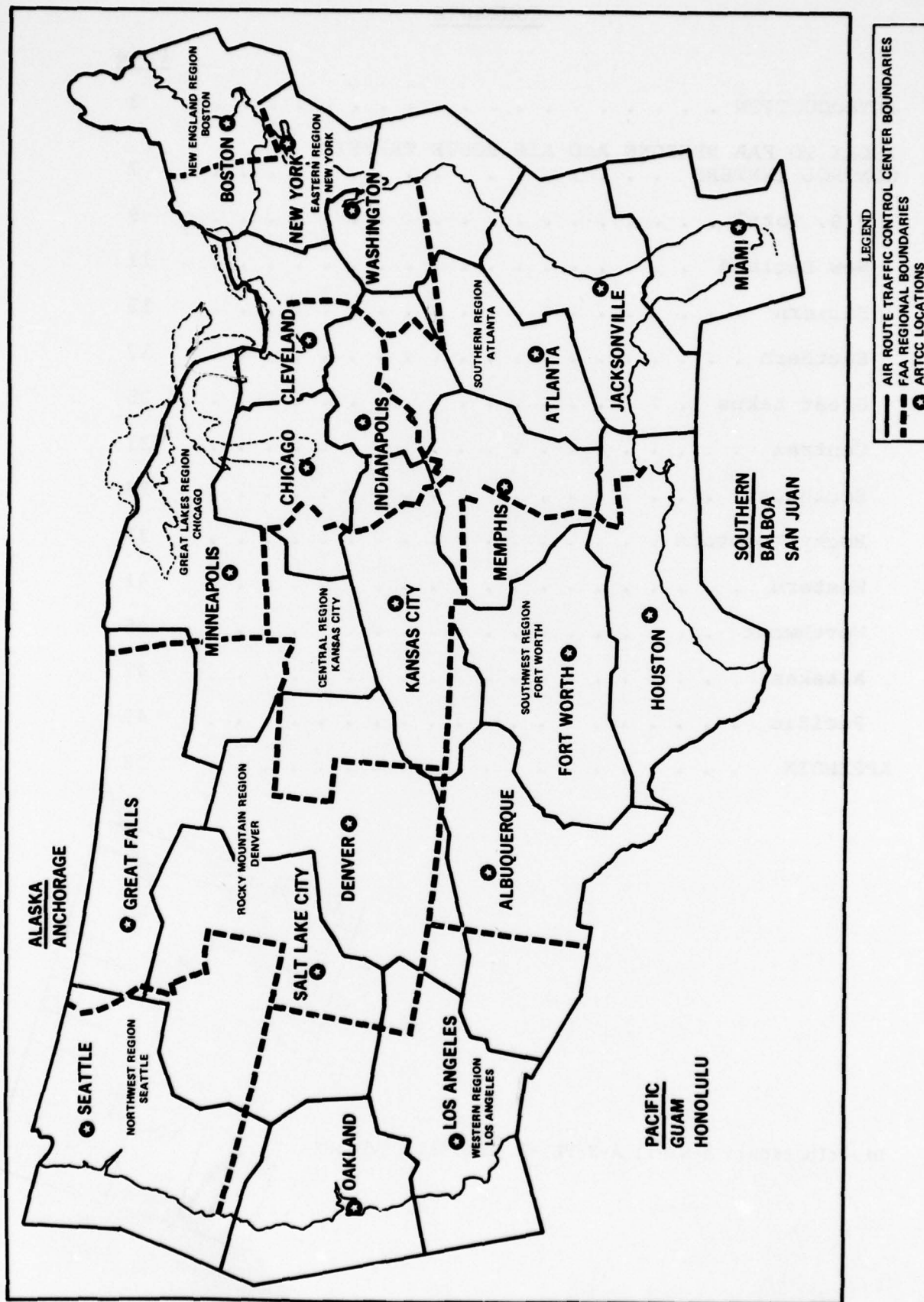


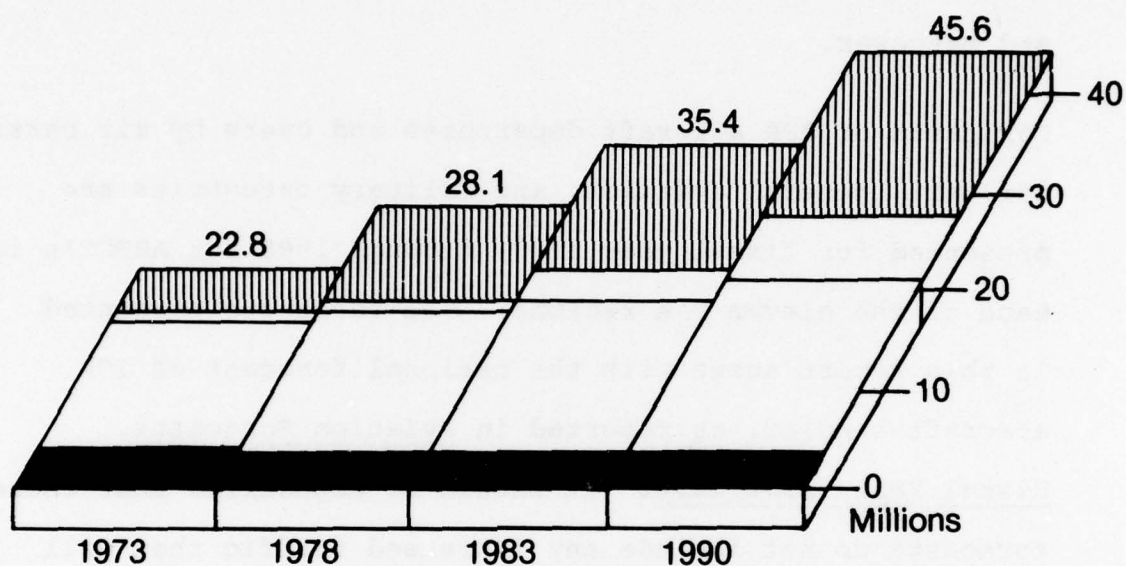
Figure 1

INTRODUCTION

This report provides forecasts of Instrument Flight Rule (IFR) aircraft handled by Federal Aviation Administration (FAA) air route traffic control centers (ARTCC). See Figure 1. It serves as a base for the FAA planning and budget process in determining future requirements for facilities, equipment, and manpower.

Forecasts of IFR aircraft departures and overs by air carrier, air taxi, general aviation, and military categories are presented for fiscal year 1979, through 1990 for ARTCC's in each of the eleven FAA regions. The forecasts presented in this report agree with the national forecast of IFR aircraft handled, as reported in Aviation Forecasts, Fiscal Years 1979-1990. It should be emphasized that these forecasts do not include any increased traffic that will develop due to the proposed enroute traffic control altitudes. It should also be noted that air taxi operations at centers began to be counted separately on July 1, 1971. Prior to July 1, 1971, much of the air taxi count was included in the air carrier statistics. This change accounts for a decline in national air carrier activity in fiscal year 1972 which is reflected in the data for many individual centers.

**Figure 2. IFR Aircraft Handled by
FAA Air Route Traffic
Control Centers, Fiscal
Years 1973—1990**



| | FY 1978 Status (Growth) | FY 1978—90 Forecast (Total Growth) |
|------------------|----------------------------|---------------------------------------|
| General Aviation | +18.8% | +119.5% |
| Air Taxi | +18.8% | +205.3% |
| Air Carrier | + 4.6% | + 27.9% |
| Military | 0.0% | 0.0% |
| Total | +8.1% | + 62.3% |

The national forecast of IFR aircraft handled, as reported in Aviation Forecasts, Fiscal Years 1979-1990, calls for a modest growth in air carrier activity, a substantial increase in general aviation and air taxi IFR flying, and stabilized level of military activity. See Figure 2. The forecasts for the individual centers were derived by a newly developed econometric forecasting model. A general summary of the development of the model and the procedures for model estimation and projection are presented in the appendix of this report.

An index to FAA regions and air route traffic control centers is included on the following page in order to facilitate the use of this report. Although regional and center boundaries do not coincide, for purposes of this report the total for a region includes all aircraft handled by centers headquartered within that region.

This report is one of a series of specialized aviation forecast studies issued annually by the FAA Aviation Forecast Branch, Office of Aviation Policy. The series includes "Aviation Forecasts 1979-1990," "Terminal Area Forecast 1979-1990," and "IFR Aircraft Handled Forecast by Air Route Traffic Control Centers 1979-1990." Copies

of these reports are available from the National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22151. Information on the sales price may be obtained from them.

Further information on specific projections and their underlying assumptions are available from the Aviation Forecast Branch (AVP-120), Federal Aviation Administration, Washington, D.C. 20591, phone area code 202-426-3103.

INDEX TO FAA REGIONS AND AIR ROUTE TRAFFIC CONTROL CENTERS

CENTERS WITHIN EACH REGION

NEW ENGLAND

Boston

EASTERN

New York

Washington

SOUTHERN

Atlanta

Balboa

Jacksonville

Memphis

Miami

San Juan

GREAT LAKES

Chicago

Cleveland

Indianapolis

Minneapolis

CENTRAL

Kansas City

SOUTHWEST

Albuquerque

Fort Worth

Houston

ROCKY MOUNTAIN

Denver

Great Falls

Salt Lake City

WESTERN

Los Angeles

Oakland

NORTHWEST

Seattle

ALASKAN

Anchorage

PACIFIC

Guam

Honolulu

REGIONS

U.S. TOTAL

NEW ENGLAND

EASTERN

SOUTHERN

GREAT LAKES

CENTRAL

SOUTHWEST

ROCKY MOUNTAIN

WESTERN

NORTHWEST

ALASKAN

PACIFIC

IFR AIRCRAFT HANDLED BY USER CATEGORY

NATIONAL TOTAL

| FY | AIRCFT HANDLED | DEPARTURES | | | | | OVERS | | | | | DOMESTIC | | | | | OCEANIC | | | | |
|------|-------------------|------------|------------|-------------|------------|------|-------|------------|-------------|------------|------|----------|------------|-------------|------------|-----|---------|------------|-------------|------------|-----|
| | | | | | | | | | | | | | | | | | | | | | |
| | | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL |
| 1969 | 20581 | 7947 | 4938 | 0 | 1398 | 1615 | 4687 | 2338 | 0 | 412 | 1274 | 406 | 0 | 0 | 23 | 234 | | | | | |
| 1970 | 21601 | 8363 | 5243 | 0 | 1542 | 1578 | 4875 | 2613 | 0 | 462 | 1141 | 443 | 0 | 0 | 26 | 190 | | | | | |
| 1971 | 21328 | 8154 | 4911 | 0 | 1645 | 1598 | 5020 | 2698 | 0 | 487 | 1205 | 433 | 0 | 0 | 26 | 171 | | | | | |
| 1972 | 22029 | 8456 | 4633 | 369 | 1693 | 1761 | 5117 | 2706 | 15 | 528 | 1228 | 449 | 16 | 16 | 31 | 186 | | | | | |
| 1973 | 22822 | 8870 | 4699 | 429 | 1995 | 1747 | 5082 | 2758 | 18 | 604 | 1052 | 450 | 16 | 16 | 33 | 151 | | | | | |
| 1974 | 22875 | 8958 | 4637 | 509 | 2195 | 1617 | 4959 | 2701 | 31 | 652 | 1003 | 423 | 16 | 16 | 35 | 98 | | | | | |
| 1975 | 23890 | 9403 | 4635 | 670 | 2484 | 1614 | 5084 | 2708 | 40 | 712 | 1064 | 413 | 16 | 16 | 34 | 97 | | | | | |
| 1976 | 23909 | 9397 | 4614 | 667 | 2582 | 1534 | 5115 | 2788 | 44 | 750 | 1004 | 384 | 16 | 16 | 36 | 93 | | | | | |
| 1977 | 25740 | 10082 | 4771 | 763 | 2921 | 1627 | 5576 | 2970 | 63 | 854 | 1129 | 410 | 14 | 14 | 44 | 92 | | | | | |
| 1978 | 28024 | 10995 | 5014 | 923 | 3386 | 1672 | 6034 | 3154 | 74 | 981 | 1211 | 457 | 9 | 9 | 54 | 94 | | | | | |
| 1979 | 29673 | 11796 | 5198 | 1100 | 3899 | 1599 | 6081 | 3192 | 77 | 1083 | 1094 | 459 | 15 | 15 | 57 | 104 | | | | | |
| 1980 | 31165 | 12404 | 5301 | 1302 | 4201 | 1600 | 6357 | 3244 | 85 | 1269 | 1096 | 476 | 17 | 17 | 65 | 103 | | | | | |
| 1981 | 32528 | 12998 | 5402 | 1400 | 4598 | 1598 | 6532 | 3292 | 90 | 1368 | 1095 | 495 | 19 | 19 | 70 | 103 | | | | | |
| 1982 | 33978 | 13598 | 5501 | 1599 | 4899 | 1599 | 6782 | 3360 | 98 | 1519 | 1094 | 502 | 21 | 21 | 83 | 103 | | | | | |
| 1983 | 35416 | 14201 | 5602 | 1800 | 5199 | 1600 | 7014 | 3436 | 107 | 1639 | 1096 | 517 | 23 | 23 | 93 | 103 | | | | | |
| 1984 | 37035 | 14905 | 5703 | 2000 | 5601 | 1601 | 7225 | 3524 | 111 | 1738 | 1097 | 526 | 25 | 25 | 100 | 104 | | | | | |
| 1985 | 38406 | 15494 | 5797 | 2098 | 5999 | 1600 | 7418 | 3586 | 122 | 1844 | 1097 | 533 | 26 | 26 | 106 | 104 | | | | | |
| 1986 | 39798 | 16099 | 5898 | 2200 | 6402 | 1599 | 7600 | 3661 | 127 | 1923 | 1099 | 541 | 27 | 27 | 118 | 104 | | | | | |
| 1987 | 41390 | 16797 | 6099 | 2401 | 6699 | 1598 | 7796 | 3748 | 136 | 2003 | 1099 | 550 | 29 | 29 | 127 | 104 | | | | | |
| 1988 | 42794 | 17403 | 6198 | 2601 | 7003 | 1601 | 7988 | 3839 | 140 | 2082 | 1096 | 561 | 30 | 30 | 137 | 103 | | | | | |
| 1989 | 44191 | 18002 | 6300 | 2700 | 7401 | 1601 | 8187 | 3929 | 149 | 2168 | 1096 | 569 | 32 | 32 | 142 | 102 | | | | | |
| 1990 | 45599 | 18606 | 6400 | 2802 | 7800 | 1604 | 8387 | 4018 | 156 | 2250 | 1096 | 582 | 34 | 34 | 148 | 103 | | | | | |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION NEW ENGLAND

| OVERS | | | | | | | | | | | | | | | |
|------------|-------------------|-------|------|------|------|-----|-------|------|------|-----|-----|-------|-----|------|-----|
| DEPARTURES | | | | | | | | | | | | | | | |
| FY | AIRCFT HANDLED | TOTAL | | | | AIR | | | | GEN | | | | | |
| | | TOTAL | CAR | TAXI | AVI | MIL | TOTAL | CAR | TAXI | AVI | MIL | TOTAL | CAR | TAXI | AVI |
| DOMESTIC | | | | | | | | | | | | | | | |
| OCEANIC | | | | | | | | | | | | | | | |
| 1965 | 1004. | 389. | 233. | 0. | 81. | 75. | 226. | 128. | 0. | 15. | 83. | 0. | 0. | 0. | 0. |
| 1970 | 1038. | 415. | 258. | 0. | 92. | 65. | 208. | 137. | 0. | 17. | 54. | 0. | 0. | 0. | 0. |
| 1971 | 1018. | 404. | 242. | 0. | 96. | 66. | 210. | 135. | 0. | 20. | 55. | 0. | 0. | 0. | 0. |
| 1972 | 935. | 375. | 202. | 34. | 76. | 63. | 185. | 115. | 2. | 18. | 50. | 0. | 0. | 0. | 0. |
| 1973 | 947. | 378. | 196. | 37. | 85. | 60. | 191. | 120. | 1. | 14. | 56. | 0. | 0. | 0. | 0. |
| 1974 | 914. | 362. | 181. | 39. | 89. | 53. | 190. | 120. | 1. | 15. | 54. | 0. | 0. | 0. | 0. |
| 1975 | 920. | 370. | 176. | 39. | 101. | 54. | 180. | 113. | 0. | 16. | 51. | 0. | 0. | 0. | 0. |
| 1976 | 912. | 365. | 174. | 38. | 103. | 50. | 182. | 117. | 1. | 17. | 47. | 0. | 0. | 0. | 0. |
| 1977 | 946. | 374. | 178. | 39. | 109. | 48. | 198. | 120. | 2. | 20. | 56. | 0. | 0. | 0. | 0. |
| 1978 | 1000. | 402. | 188. | 49. | 114. | 51. | 196. | 122. | 3. | 20. | 51. | 0. | 0. | 0. | 0. |
| 1979 | 1053. | 428. | 194. | 60. | 126. | 48. | 197. | 126. | 3. | 21. | 47. | 0. | 0. | 0. | 0. |
| 1980 | 1096. | 446. | 197. | 71. | 130. | 48. | 204. | 130. | 3. | 24. | 47. | 0. | 0. | 0. | 0. |
| 1981 | 1137. | 463. | 199. | 78. | 138. | 48. | 211. | 135. | 3. | 25. | 48. | 0. | 0. | 0. | 0. |
| 1982 | 1181. | 481. | 202. | 90. | 142. | 47. | 219. | 140. | 3. | 28. | 48. | 0. | 0. | 0. | 0. |
| 1983 | 1228. | 501. | 205. | 102. | 147. | 47. | 226. | 145. | 3. | 29. | 49. | 0. | 0. | 0. | 0. |
| 1984 | 1280. | 523. | 208. | 114. | 154. | 47. | 234. | 151. | 3. | 30. | 50. | 0. | 0. | 0. | 0. |
| 1985 | 1317. | 538. | 210. | 120. | 162. | 46. | 241. | 156. | 3. | 32. | 50. | 0. | 0. | 0. | 0. |
| 1986 | 1358. | 555. | 213. | 127. | 169. | 46. | 248. | 161. | 3. | 33. | 51. | 0. | 0. | 0. | 0. |
| 1987 | 1409. | 577. | 219. | 139. | 173. | 46. | 255. | 167. | 3. | 34. | 51. | 0. | 0. | 0. | 0. |
| 1988 | 1456. | 596. | 222. | 151. | 178. | 45. | 264. | 174. | 3. | 35. | 52. | 0. | 0. | 0. | 0. |
| 1989 | 1496. | 612. | 225. | 157. | 185. | 45. | 272. | 180. | 3. | 36. | 53. | 0. | 0. | 0. | 0. |
| 1990 | 1535. | 628. | 227. | 164. | 192. | 45. | 279. | 186. | 3. | 37. | 53. | 0. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

BOSTON

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | DOMESTIC | | | | OCEANIC | | | |
|------|-------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | | TOTAL | | MIL | | TOTAL | | MIL | | AIR | | GEM | | AIR | | GEM | |
| | | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI |
| 1969 | 1004. | 389. | 0. | 233. | 0. | 226. | 0. | 128. | 0. | 15. | 83. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1970 | 1038. | 415. | 0. | 258. | 0. | 208. | 0. | 137. | 0. | 17. | 54. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1971 | 1018. | 404. | 0. | 242. | 0. | 210. | 0. | 135. | 0. | 20. | 55. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1972 | 935. | 375. | 34. | 202. | 34. | 185. | 2. | 115. | 2. | 18. | 50. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1973 | 947. | 378. | 37. | 196. | 37. | 191. | 1. | 120. | 1. | 14. | 56. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1974 | 914. | 362. | 39. | 181. | 39. | 190. | 1. | 120. | 1. | 15. | 54. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1975 | 920. | 370. | 38. | 176. | 38. | 180. | 0. | 113. | 0. | 16. | 51. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1976 | 912. | 365. | 38. | 174. | 38. | 182. | 1. | 117. | 1. | 17. | 47. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1977 | 946. | 374. | 39. | 178. | 39. | 198. | 2. | 120. | 2. | 20. | 56. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1978 | 1000. | 402. | 49. | 188. | 49. | 196. | 3. | 122. | 3. | 20. | 51. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1979 | 1053. | 428. | 60. | 194. | 60. | 197. | 3. | 124. | 3. | 21. | 47. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1980 | 1094. | 446. | 71. | 197. | 71. | 204. | 3. | 130. | 3. | 24. | 47. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1981 | 1137. | 463. | 78. | 199. | 78. | 211. | 3. | 135. | 3. | 25. | 48. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1982 | 1181. | 481. | 90. | 202. | 90. | 219. | 3. | 140. | 3. | 28. | 48. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1983 | 1228. | 501. | 102. | 205. | 102. | 226. | 3. | 145. | 3. | 29. | 49. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1984 | 1280. | 523. | 114. | 208. | 114. | 234. | 3. | 151. | 3. | 30. | 50. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1985 | 1317. | 538. | 120. | 210. | 120. | 241. | 3. | 156. | 3. | 32. | 50. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1986 | 1358. | 555. | 127. | 213. | 127. | 248. | 3. | 161. | 3. | 33. | 51. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1987 | 1409. | 577. | 139. | 219. | 139. | 255. | 3. | 167. | 3. | 34. | 51. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1988 | 1456. | 596. | 151. | 222. | 151. | 264. | 3. | 174. | 3. | 35. | 52. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1989 | 1496. | 612. | 157. | 225. | 157. | 272. | 3. | 180. | 3. | 36. | 53. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1990 | 1535. | 628. | 164. | 227. | 164. | 279. | 3. | 186. | 3. | 37. | 53. | 0. | 0. | 0. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION EASTERN

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | DOMESTIC | | | | OCEANIC | | | |
|------|-------------------|------------|------------|-------------|------------|-------|-------|------------|-------------|------------|-----|------------|-------------|------------|-----|------------|-------------|
| | | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI |
| | | | | | | | | | | | | | | | | | |
| 1969 | 2716 | 1121 | 796 | 0 | 183 | 142 | 474 | 258 | 0 | 57 | 75 | 65 | 0 | 1 | 18 | | |
| 1970 | 2826 | 1175 | 820 | 0 | 209 | 146 | 476 | 270 | 0 | 62 | 68 | 60 | 0 | 1 | 15 | | |
| 1971 | 2746 | 1133 | 765 | 0 | 215 | 153 | 480 | 280 | 0 | 60 | 64 | 59 | 0 | 1 | 16 | | |
| 1972 | 2871 | 1184 | 764 | 20 | 231 | 169 | 503 | 277 | 0 | 65 | 63 | 77 | 0 | 2 | 19 | | |
| 1973 | 2894 | 1173 | 742 | 31 | 255 | 145 | 548 | 315 | 1 | 72 | 48 | 89 | 0 | 4 | 19 | | |
| 1974 | 2869 | 1166 | 702 | 46 | 275 | 143 | 537 | 307 | 2 | 75 | 42 | 90 | 0 | 3 | 18 | | |
| 1975 | 2944 | 1198 | 670 | 74 | 302 | 152 | 548 | 315 | 5 | 86 | 45 | 79 | 0 | 2 | 16 | | |
| 1976 | 2895 | 1172 | 644 | 72 | 307 | 149 | 551 | 331 | 5 | 92 | 46 | 63 | 0 | 2 | 12 | | |
| 1977 | 3063 | 1227 | 684 | 72 | 320 | 151 | 609 | 363 | 7 | 101 | 51 | 69 | 1 | 4 | 13 | | |
| 1978 | 3327 | 1344 | 718 | 96 | 378 | 152 | 639 | 379 | 9 | 115 | 58 | 65 | 0 | 1 | 12 | | |
| 1979 | 3527 | 1439 | 744 | 111 | 438 | 146 | 649 | 382 | 9 | 125 | 51 | 67 | 0 | 2 | 13 | | |
| 1980 | 3697 | 1509 | 759 | 128 | 475 | 147 | 679 | 386 | 10 | 145 | 51 | 72 | 0 | 2 | 13 | | |
| 1981 | 3854 | 1578 | 773 | 135 | 523 | 147 | 698 | 391 | 9 | 155 | 50 | 77 | 0 | 3 | 13 | | |
| 1982 | 4012 | 1644 | 787 | 151 | 559 | 147 | 724 | 397 | 10 | 170 | 49 | 80 | 1 | 4 | 13 | | |
| 1983 | 4175 | 1713 | 801 | 168 | 596 | 148 | 749 | 405 | 11 | 182 | 48 | 84 | 1 | 5 | 13 | | |
| 1984 | 4356 | 1792 | 816 | 184 | 644 | 148 | 772 | 413 | 11 | 193 | 47 | 88 | 1 | 6 | 13 | | |
| 1985 | 4513 | 1861 | 829 | 191 | 692 | 149 | 791 | 419 | 12 | 203 | 46 | 91 | 1 | 6 | 13 | | |
| 1986 | 4674 | 1932 | 844 | 198 | 740 | 150 | 810 | 427 | 12 | 210 | 46 | 94 | 1 | 7 | 13 | | |
| 1987 | 4854 | 2012 | 872 | 214 | 776 | 150 | 830 | 435 | 13 | 218 | 44 | 98 | 1 | 8 | 13 | | |
| 1988 | 5012 | 2081 | 886 | 231 | 813 | 151 | 850 | 444 | 13 | 226 | 43 | 101 | 1 | 9 | 13 | | |
| 1989 | 5175 | 2152 | 901 | 238 | 861 | 152 | 871 | 454 | 13 | 234 | 42 | 105 | 1 | 10 | 12 | | |
| 1990 | 5331 | 2219 | 914 | 244 | 909 | 152 | 893 | 463 | 14 | 242 | 41 | 109 | 1 | 11 | 12 | | |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

NEW YORK

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | DOMESTIC | | | | OCEANIC | | | |
|------|-------------------|------------|-------------|------------|------------|------------|-------------|------------|------------|------------|-------------|------------|------------|------------|-------------|------------|------------|
| | | TOTAL | | MIL | | TOTAL | | MIL | | AIR | | GEN | | AIR | | GEN | |
| | | AIR CAR | AIR TAXI | AIR CAR | GEN AVI | AIR CAR | AIR TAXI | AIR CAR | GEN AVI | AIR CAR | AIR TAXI | AIR CAR | GEN AVI | AIR CAR | AIR TAXI | AIR CAR | GEN AVI |
| 1969 | 1537. | 673. | 522. | 0. | 112. | 191. | 0. | 56. | 16. | 191. | 0. | 35. | 16. | 65. | 0. | 1. | 18. |
| 1970 | 1538. | 671. | 520. | 0. | 118. | 196. | 0. | 75. | 16. | 196. | 0. | 29. | 16. | 60. | 0. | 1. | 15. |
| 1971 | 1538. | 614. | 468. | 0. | 115. | 210. | 0. | 86. | 18. | 210. | 0. | 30. | 18. | 59. | 0. | 1. | 16. |
| 1972 | 1528. | 650. | 477. | 11. | 127. | 228. | 11. | 80. | 20. | 228. | 0. | 30. | 20. | 77. | 0. | 2. | 19. |
| 1973 | 1566. | 669. | 476. | 22. | 139. | 228. | 22. | 71. | 21. | 228. | 0. | 24. | 21. | 89. | 0. | 4. | 19. |
| 1974 | 1531. | 651. | 441. | 35. | 135. | 229. | 35. | 73. | 23. | 229. | 0. | 22. | 23. | 90. | 0. | 3. | 18. |
| 1975 | 1547. | 655. | 415. | 52. | 157. | 237. | 52. | 86. | 28. | 237. | 2. | 24. | 28. | 79. | 0. | 2. | 16. |
| 1976 | 1499. | 631. | 395. | 48. | 158. | 237. | 48. | 103. | 30. | 237. | 2. | 25. | 30. | 63. | 0. | 2. | 12. |
| 1977 | 1567. | 653. | 412. | 49. | 162. | 261. | 49. | 112. | 32. | 261. | 3. | 27. | 32. | 69. | 1. | 4. | 13. |
| 1978 | 1768. | 744. | 444. | 71. | 197. | 280. | 71. | 126. | 39. | 280. | 5. | 32. | 39. | 65. | 0. | 1. | 12. |
| 1979 | 1873. | 795. | 458. | 80. | 227. | 283. | 80. | 126. | 42. | 283. | 5. | 28. | 42. | 67. | 0. | 2. | 13. |
| 1980 | 1956. | 830. | 465. | 90. | 235. | 296. | 90. | 127. | 49. | 296. | 5. | 28. | 49. | 72. | 0. | 2. | 13. |
| 1981 | 2030. | 863. | 471. | 93. | 239. | 304. | 93. | 128. | 52. | 304. | 4. | 27. | 52. | 77. | 0. | 3. | 13. |
| 1982 | 2105. | 895. | 478. | 102. | 286. | 315. | 102. | 129. | 57. | 315. | 5. | 26. | 57. | 80. | 1. | 4. | 13. |
| 1983 | 2180. | 928. | 484. | 111. | 304. | 324. | 111. | 131. | 60. | 324. | 5. | 25. | 60. | 84. | 1. | 5. | 13. |
| 1984 | 2268. | 967. | 491. | 120. | 328. | 334. | 120. | 133. | 64. | 334. | 5. | 24. | 64. | 88. | 1. | 6. | 13. |
| 1985 | 2340. | 1000. | 497. | 123. | 352. | 340. | 123. | 134. | 67. | 340. | 5. | 23. | 67. | 91. | 1. | 6. | 13. |
| 1986 | 2414. | 1033. | 504. | 126. | 375. | 348. | 126. | 136. | 69. | 348. | 5. | 23. | 69. | 94. | 1. | 7. | 13. |
| 1987 | 2505. | 1074. | 519. | 135. | 393. | 357. | 135. | 138. | 72. | 357. | 5. | 22. | 72. | 98. | 1. | 8. | 13. |
| 1988 | 2578. | 1107. | 525. | 144. | 411. | 364. | 144. | 140. | 74. | 364. | 5. | 21. | 74. | 101. | 1. | 9. | 13. |
| 1989 | 2653. | 1140. | 532. | 147. | 434. | 373. | 147. | 143. | 77. | 373. | 5. | 20. | 77. | 105. | 1. | 10. | 12. |
| 1990 | 2725. | 1172. | 538. | 150. | 458. | 381. | 150. | 145. | 79. | 381. | 5. | 19. | 79. | 109. | 1. | 11. | 12. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

WASHINGTON

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | | TOTAL | | GEN | | DOMESTIC | | MIL | | AIR | | GEN | |
| | | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI |
| 1965 | 1179. | 448. | 274. | 0. | 71. | 283. | 202. | 0. | 41. | 0. | 0. | 0. | 0. |
| 1970 | 1288. | 504. | 300. | 0. | 91. | 280. | 195. | 0. | 46. | 0. | 0. | 0. | 0. |
| 1971 | 1308. | 519. | 297. | 0. | 100. | 270. | 194. | 0. | 42. | 0. | 0. | 0. | 0. |
| 1972 | 1343. | 534. | 287. | 9. | 104. | 275. | 197. | 0. | 45. | 0. | 0. | 0. | 0. |
| 1973 | 1328. | 504. | 266. | 9. | 116. | 320. | 244. | 1. | 51. | 0. | 0. | 0. | 0. |
| 1974 | 1338. | 515. | 261. | 11. | 130. | 308. | 234. | 2. | 52. | 0. | 0. | 0. | 0. |
| 1975 | 1397. | 543. | 255. | 22. | 145. | 311. | 229. | 3. | 58. | 0. | 0. | 0. | 0. |
| 1976 | 1396. | 541. | 249. | 24. | 149. | 314. | 228. | 3. | 62. | 0. | 0. | 0. | 0. |
| 1977 | 1496. | 574. | 272. | 23. | 158. | 348. | 251. | 4. | 69. | 0. | 0. | 0. | 0. |
| 1978 | 1559. | 600. | 274. | 25. | 181. | 359. | 253. | 4. | 76. | 0. | 0. | 0. | 0. |
| 1979 | 1654. | 644. | 286. | 31. | 211. | 366. | 256. | 4. | 83. | 0. | 0. | 0. | 0. |
| 1980 | 1741. | 679. | 294. | 38. | 230. | 383. | 259. | 5. | 96. | 0. | 0. | 0. | 0. |
| 1981 | 1824. | 715. | 302. | 42. | 254. | 394. | 263. | 5. | 103. | 0. | 0. | 0. | 0. |
| 1982 | 1907. | 749. | 309. | 49. | 273. | 409. | 268. | 5. | 113. | 0. | 0. | 0. | 0. |
| 1983 | 1995. | 785. | 317. | 57. | 292. | 425. | 274. | 6. | 122. | 0. | 0. | 0. | 0. |
| 1984 | 2088. | 825. | 325. | 64. | 316. | 438. | 280. | 6. | 129. | 0. | 0. | 0. | 0. |
| 1985 | 2173. | 861. | 332. | 68. | 340. | 451. | 285. | 7. | 136. | 0. | 0. | 0. | 0. |
| 1986 | 2260. | 899. | 340. | 72. | 365. | 462. | 291. | 7. | 141. | 0. | 0. | 0. | 0. |
| 1987 | 2349. | 938. | 353. | 79. | 383. | 473. | 297. | 8. | 146. | 0. | 0. | 0. | 0. |
| 1988 | 2414. | 974. | 361. | 87. | 402. | 486. | 304. | 8. | 152. | 0. | 0. | 0. | 0. |
| 1989 | 2522. | 1012. | 369. | 91. | 427. | 498. | 311. | 8. | 157. | 0. | 0. | 0. | 0. |
| 1990 | 2606. | 1047. | 376. | 94. | 451. | 512. | 318. | 9. | 163. | 0. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION SOUTHERN

| DEPARTURES | | (VERS | | | | | | | | | | | | | |
|------------|-------------------|----------|------------|-------------|------------|-----|---------|------------|-------------|------------|-----|------------|-------------|------------|-----|
| | | DOMESTIC | | | | | OCEANIC | | | | | | | | |
| FY | AIRCFT HANDLED | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL |
| 1969 | 3882 | 1401 | 853 | 0 | 235 | 313 | 1080 | 456 | 0 | 110 | 274 | 172 | 0 | 21 | 47 |
| 1970 | 4213 | 1529 | 932 | 0 | 270 | 327 | 1155 | 523 | 0 | 122 | 259 | 191 | 0 | 23 | 37 |
| 1971 | 4345 | 1570 | 935 | 0 | 287 | 348 | 1205 | 558 | 0 | 131 | 260 | 195 | 0 | 24 | 37 |
| 1972 | 4721 | 1716 | 865 | 103 | 342 | 406 | 1289 | 597 | 1 | 152 | 279 | 190 | 16 | 27 | 27 |
| 1973 | 4897 | 1812 | 911 | 96 | 415 | 390 | 1273 | 607 | 1 | 173 | 232 | 197 | 16 | 26 | 21 |
| 1974 | 4932 | 1827 | 918 | 97 | 465 | 347 | 1278 | 621 | 3 | 182 | 219 | 194 | 16 | 27 | 16 |
| 1975 | 4985 | 1835 | 880 | 110 | 495 | 350 | 1314 | 631 | 3 | 196 | 240 | 182 | 16 | 29 | 17 |
| 1976 | 5013 | 1821 | 880 | 112 | 514 | 315 | 1371 | 672 | 5 | 216 | 233 | 180 | 16 | 30 | 19 |
| 1977 | 5439 | 1974 | 927 | 112 | 579 | 356 | 1491 | 704 | 7 | 245 | 271 | 195 | 13 | 36 | 20 |
| 1978 | 6039 | 2180 | 1000 | 112 | 690 | 378 | 1679 | 783 | 7 | 286 | 284 | 240 | 9 | 48 | 22 |
| 1979 | 6336 | 2322 | 1035 | 140 | 787 | 360 | 1692 | 789 | 7 | 314 | 258 | 235 | 15 | 50 | 24 |
| 1980 | 6620 | 2426 | 1055 | 171 | 842 | 358 | 1768 | 798 | 8 | 367 | 259 | 239 | 17 | 56 | 24 |
| 1981 | 6877 | 2532 | 1074 | 188 | 915 | 355 | 1813 | 807 | 9 | 395 | 259 | 240 | 19 | 60 | 24 |
| 1982 | 7153 | 2636 | 1093 | 219 | 970 | 354 | 1881 | 821 | 11 | 436 | 260 | 238 | 20 | 71 | 24 |
| 1983 | 7419 | 2739 | 1112 | 251 | 1024 | 352 | 1941 | 837 | 11 | 470 | 260 | 239 | 22 | 78 | 24 |
| 1984 | 7719 | 2862 | 1130 | 284 | 1099 | 349 | 1995 | 855 | 12 | 498 | 262 | 237 | 24 | 83 | 24 |
| 1985 | 7982 | 2970 | 1149 | 301 | 1172 | 348 | 2042 | 867 | 13 | 527 | 262 | 235 | 25 | 89 | 24 |
| 1986 | 8248 | 3079 | 1167 | 320 | 1247 | 345 | 2090 | 883 | 14 | 549 | 263 | 233 | 26 | 98 | 24 |
| 1987 | 8543 | 3201 | 1206 | 352 | 1300 | 343 | 2141 | 901 | 16 | 571 | 265 | 231 | 28 | 106 | 23 |
| 1988 | 8806 | 3308 | 1226 | 385 | 1355 | 342 | 2190 | 920 | 16 | 594 | 265 | 230 | 29 | 113 | 23 |
| 1989 | 9064 | 3413 | 1245 | 401 | 1428 | 339 | 2238 | 940 | 18 | 616 | 265 | 228 | 31 | 117 | 23 |
| 1990 | 9332 | 3523 | 1264 | 419 | 1502 | 338 | 2286 | 956 | 19 | 640 | 267 | 227 | 33 | 121 | 23 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

ATLANTA

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|------------|------|------------|-------|-------|------------|------|------------|------------|------|------------|
| | | DOMESTIC | | | | MIL | | | | AIR | | | |
| | | TOTAL | AIR CAR | TAXI | GEN AVI | MIL | TOTAL | AIR CAR | TAXI | GEN AVI | AIR CAR | TAXI | GEN AVI |
| 1969 | 1094 | 438 | 291 | 0 | 78 | 69 | 218 | 93 | 0 | 33 | 0 | 0 | 0 |
| 1970 | 1167 | 474 | 318 | 0 | 89 | 67 | 219 | 102 | 0 | 37 | 0 | 0 | 0 |
| 1971 | 1169 | 472 | 313 | 0 | 94 | 65 | 225 | 104 | 0 | 39 | 0 | 0 | 0 |
| 1972 | 1261 | 503 | 324 | 4 | 110 | 65 | 255 | 110 | 0 | 45 | 0 | 0 | 0 |
| 1973 | 1362 | 556 | 345 | 4 | 143 | 64 | 250 | 110 | 0 | 55 | 0 | 0 | 0 |
| 1974 | 1409 | 579 | 347 | 5 | 168 | 59 | 251 | 111 | 0 | 58 | 0 | 0 | 0 |
| 1975 | 1389 | 565 | 334 | 6 | 165 | 60 | 259 | 115 | 0 | 63 | 0 | 0 | 0 |
| 1976 | 1400 | 570 | 339 | 8 | 170 | 53 | 260 | 118 | 1 | 68 | 0 | 0 | 0 |
| 1977 | 1496 | 601 | 344 | 14 | 191 | 52 | 294 | 131 | 2 | 81 | 0 | 0 | 0 |
| 1978 | 1608 | 654 | 381 | 15 | 219 | 39 | 300 | 135 | 2 | 91 | 0 | 0 | 0 |
| 1979 | 1703 | 698 | 391 | 18 | 250 | 39 | 307 | 138 | 2 | 101 | 0 | 0 | 0 |
| 1980 | 1777 | 724 | 395 | 21 | 268 | 40 | 329 | 141 | 3 | 118 | 0 | 0 | 0 |
| 1981 | 1848 | 753 | 399 | 22 | 291 | 41 | 342 | 144 | 3 | 127 | 0 | 0 | 0 |
| 1982 | 1922 | 780 | 403 | 25 | 309 | 43 | 362 | 146 | 4 | 141 | 0 | 0 | 0 |
| 1983 | 1989 | 805 | 407 | 28 | 326 | 44 | 379 | 152 | 4 | 153 | 0 | 0 | 0 |
| 1984 | 2068 | 837 | 411 | 31 | 350 | 45 | 394 | 157 | 4 | 162 | 0 | 0 | 0 |
| 1985 | 2144 | 867 | 415 | 32 | 373 | 47 | 410 | 161 | 5 | 172 | 0 | 0 | 0 |
| 1986 | 2219 | 898 | 419 | 34 | 397 | 48 | 423 | 165 | 5 | 180 | 0 | 0 | 0 |
| 1987 | 2297 | 930 | 430 | 37 | 414 | 49 | 437 | 170 | 6 | 187 | 0 | 0 | 0 |
| 1988 | 2365 | 957 | 434 | 40 | 432 | 51 | 451 | 175 | 6 | 195 | 0 | 0 | 0 |
| 1989 | 2437 | 986 | 438 | 41 | 455 | 52 | 465 | 180 | 6 | 203 | 0 | 0 | 0 |
| 1990 | 2516 | 1018 | 442 | 43 | 479 | 54 | 480 | 185 | 7 | 211 | 0 | 0 | 0 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

BALBOA

| FY | AIRCFT HANDLED | DEPARTURES | | | | TRANS | | | | DOMESTIC | | | | OCEANIC | | | |
|------|-------------------|------------|-------|-----|------|-------|--------|-----|------|----------|------|-----|--------|---------|------|-----|--------|
| | | TOTAL | | AIR | | MIL | | GEN | | AIR | | MIL | | AIR | | MIL | |
| | | AIRCFT | TOTAL | CAR | TAXI | GEN | AIRCFT | CAR | TAXI | CAR | TAXI | GEN | AIRCFT | CAR | TAXI | GEN | AIRCFT |
| 1969 | 56 | 14 | 11 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 4 |
| 1970 | 47 | 12 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 3 |
| 1971 | 45 | 11 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 3 |
| 1972 | 44 | 9 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 3 |
| 1973 | 60 | 17 | 14 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 21 | 0 | 1 | 2 |
| 1974 | 75 | 24 | 18 | 0 | 0 | 2 | 4 | 5 | 0 | 5 | 0 | 0 | 0 | 19 | 0 | 1 | 2 |
| 1975 | 81 | 25 | 18 | 0 | 0 | 3 | 4 | 7 | 0 | 7 | 0 | 0 | 0 | 20 | 0 | 2 | 2 |
| 1976 | 77 | 21 | 17 | 0 | 0 | 2 | 2 | 9 | 0 | 9 | 0 | 0 | 0 | 21 | 0 | 2 | 2 |
| 1977 | 86 | 23 | 18 | 0 | 0 | 3 | 2 | 11 | 0 | 11 | 0 | 0 | 0 | 22 | 0 | 2 | 2 |
| 1978 | 83 | 22 | 17 | 0 | 0 | 3 | 2 | 11 | 0 | 11 | 0 | 0 | 0 | 23 | 0 | 2 | 2 |
| 1979 | 85 | 23 | 18 | 0 | 0 | 3 | 2 | 11 | 0 | 11 | 0 | 0 | 0 | 23 | 0 | 2 | 2 |
| 1980 | 91 | 25 | 19 | 0 | 0 | 4 | 2 | 11 | 0 | 11 | 0 | 0 | 0 | 23 | 0 | 3 | 2 |
| 1981 | 93 | 26 | 20 | 0 | 0 | 4 | 2 | 11 | 0 | 11 | 0 | 0 | 0 | 23 | 0 | 3 | 2 |
| 1982 | 97 | 27 | 21 | 0 | 0 | 4 | 2 | 12 | 0 | 12 | 0 | 0 | 0 | 23 | 0 | 4 | 2 |
| 1983 | 103 | 29 | 22 | 0 | 0 | 5 | 2 | 12 | 0 | 12 | 0 | 0 | 0 | 23 | 0 | 5 | 2 |
| 1984 | 107 | 31 | 23 | 1 | 0 | 5 | 2 | 12 | 0 | 12 | 0 | 0 | 0 | 23 | 0 | 5 | 2 |
| 1985 | 110 | 32 | 24 | 1 | 0 | 5 | 2 | 12 | 0 | 12 | 0 | 0 | 0 | 23 | 0 | 6 | 2 |
| 1986 | 114 | 33 | 24 | 1 | 0 | 6 | 2 | 13 | 0 | 13 | 0 | 0 | 0 | 23 | 0 | 7 | 2 |
| 1987 | 120 | 35 | 26 | 1 | 0 | 6 | 2 | 13 | 0 | 13 | 0 | 0 | 0 | 23 | 0 | 8 | 2 |
| 1988 | 123 | 37 | 27 | 1 | 0 | 6 | 3 | 13 | 0 | 13 | 0 | 0 | 0 | 22 | 0 | 8 | 2 |
| 1989 | 129 | 39 | 28 | 1 | 0 | 7 | 3 | 14 | 0 | 14 | 0 | 0 | 0 | 22 | 0 | 9 | 2 |
| 1990 | 129 | 39 | 28 | 1 | 0 | 7 | 3 | 14 | 0 | 14 | 0 | 0 | 0 | 22 | 0 | 9 | 2 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

JACKSONVILLE

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|-------------|------------|-----|------------|-------------|------------|-----|------------|-------------|------------|-----|
| | | TOTAL | | | | DOMESTIC | | | | AIR | | | |
| | | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL |
| 1969 | 892 | 280 | 107 | 0 | 42 | 217 | 0 | 34 | 81 | 0 | 0 | 0 | 0 |
| 1970 | 998 | 312 | 114 | 0 | 56 | 237 | 0 | 40 | 93 | 0 | 0 | 0 | 0 |
| 1971 | 1000 | 304 | 116 | 0 | 58 | 266 | 0 | 44 | 82 | 0 | 0 | 0 | 0 |
| 1972 | 1105 | 345 | 103 | 16 | 71 | 282 | 0 | 52 | 81 | 0 | 0 | 0 | 0 |
| 1973 | 1079 | 337 | 100 | 11 | 81 | 290 | 0 | 59 | 56 | 0 | 0 | 0 | 0 |
| 1974 | 1068 | 327 | 94 | 12 | 90 | 297 | 1 | 61 | 51 | 0 | 0 | 0 | 0 |
| 1975 | 1091 | 326 | 85 | 11 | 97 | 299 | 1 | 70 | 69 | 0 | 0 | 0 | 0 |
| 1976 | 1105 | 318 | 85 | 10 | 99 | 327 | 1 | 74 | 67 | 0 | 0 | 0 | 0 |
| 1977 | 1208 | 362 | 92 | 7 | 113 | 319 | 1 | 77 | 87 | 0 | 0 | 0 | 0 |
| 1978 | 1397 | 421 | 92 | 10 | 135 | 362 | 1 | 95 | 97 | 0 | 0 | 0 | 0 |
| 1979 | 1430 | 437 | 97 | 13 | 154 | 364 | 1 | 104 | 87 | 0 | 0 | 0 | 0 |
| 1980 | 1476 | 450 | 100 | 16 | 164 | 367 | 1 | 121 | 87 | 0 | 0 | 0 | 0 |
| 1981 | 1520 | 466 | 103 | 18 | 178 | 371 | 1 | 130 | 86 | 0 | 0 | 0 | 0 |
| 1982 | 1567 | 480 | 107 | 21 | 186 | 376 | 2 | 143 | 86 | 0 | 0 | 0 | 0 |
| 1983 | 1610 | 494 | 110 | 24 | 199 | 382 | 2 | 153 | 85 | 0 | 0 | 0 | 0 |
| 1984 | 1661 | 511 | 113 | 27 | 213 | 390 | 2 | 162 | 85 | 0 | 0 | 0 | 0 |
| 1985 | 1705 | 527 | 116 | 29 | 227 | 395 | 2 | 171 | 84 | 0 | 0 | 0 | 0 |
| 1986 | 1752 | 544 | 120 | 31 | 241 | 401 | 2 | 178 | 83 | 0 | 0 | 0 | 0 |
| 1987 | 1798 | 560 | 125 | 35 | 251 | 408 | 2 | 185 | 83 | 0 | 0 | 0 | 0 |
| 1988 | 1836 | 572 | 128 | 38 | 261 | 416 | 2 | 192 | 82 | 0 | 0 | 0 | 0 |
| 1989 | 1883 | 588 | 131 | 40 | 275 | 424 | 3 | 199 | 81 | 0 | 0 | 0 | 0 |
| 1990 | 1932 | 605 | 135 | 42 | 289 | 431 | 3 | 207 | 81 | 0 | 0 | 0 | 0 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

MIAMI

| FY | AIRCFT HANDLED | DEPARTURES | | | | CVERS | | | | | | | | | |
|------|-------------------|------------|------------|-------------|------------|------------|-----|------------|-------------|------------|------------|------------|-------------|------------|-----|
| | | TOTAL | AIR | | | GEN AVI | MIL | DOMESTIC | | | | OCEANIC | | | |
| | | | AIR CAR | AIR TAXI | AIR MIL | | | AIR CAR | AIR TAXI | AIR MIL | GEN AVI | AIR CAR | AIR TAXI | GEN AVI | MIL |
| 1969 | 869. | 349. | 243. | 0. | 54. | 52. | 54. | 27. | 0. | 25. | 5. | 74. | 0. | 14. | 26. |
| 1970 | 912. | 371. | 266. | 0. | 49. | 56. | 49. | 20. | 0. | 20. | 3. | 92. | 0. | 15. | 20. |
| 1971 | 926. | 373. | 266. | 0. | 51. | 56. | 51. | 24. | 0. | 19. | 3. | 96. | 0. | 17. | 21. |
| 1972 | 1024. | 419. | 248. | 32. | 69. | 70. | 69. | 26. | 1. | 19. | 5. | 86. | 15. | 18. | 16. |
| 1973 | 1032. | 429. | 264. | 25. | 58. | 82. | 58. | 22. | 0. | 13. | 2. | 93. | 13. | 19. | 12. |
| 1974 | 1025. | 428. | 260. | 32. | 49. | 87. | 49. | 22. | 0. | 12. | 2. | 92. | 14. | 18. | 9. |
| 1975 | 1027. | 431. | 246. | 40. | 50. | 95. | 50. | 21. | 0. | 14. | 2. | 84. | 13. | 21. | 10. |
| 1976 | 1039. | 434. | 248. | 37. | 47. | 102. | 47. | 21. | 0. | 16. | 2. | 85. | 13. | 22. | 12. |
| 1977 | 1187. | 500. | 282. | 31. | 62. | 125. | 62. | 20. | 0. | 16. | 3. | 98. | 10. | 27. | 13. |
| 1978 | 1376. | 561. | 308. | 31. | 68. | 154. | 68. | 24. | 0. | 28. | 4. | 142. | 6. | 37. | 15. |
| 1979 | 1451. | 597. | 318. | 40. | 64. | 175. | 64. | 24. | 0. | 25. | 4. | 138. | 11. | 39. | 16. |
| 1980 | 1512. | 623. | 324. | 51. | 63. | 185. | 63. | 25. | 0. | 24. | 5. | 140. | 13. | 43. | 16. |
| 1981 | 1569. | 649. | 329. | 57. | 62. | 201. | 62. | 25. | 0. | 23. | 5. | 140. | 15. | 47. | 16. |
| 1982 | 1629. | 675. | 334. | 68. | 61. | 212. | 61. | 26. | 0. | 22. | 6. | 138. | 16. | 55. | 16. |
| 1983 | 1686. | 700. | 339. | 79. | 60. | 222. | 60. | 27. | 0. | 21. | 6. | 138. | 18. | 60. | 16. |
| 1984 | 1755. | 731. | 344. | 90. | 59. | 238. | 59. | 28. | 0. | 21. | 7. | 136. | 20. | 65. | 16. |
| 1985 | 1809. | 757. | 349. | 97. | 58. | 253. | 58. | 28. | 0. | 20. | 7. | 134. | 21. | 69. | 16. |
| 1986 | 1865. | 782. | 354. | 103. | 57. | 268. | 57. | 29. | 0. | 19. | 7. | 132. | 22. | 76. | 16. |
| 1987 | 1935. | 814. | 365. | 114. | 56. | 279. | 56. | 30. | 1. | 18. | 7. | 130. | 24. | 82. | 15. |
| 1988 | 1998. | 842. | 371. | 126. | 55. | 290. | 55. | 31. | 1. | 17. | 8. | 129. | 25. | 88. | 15. |
| 1989 | 2051. | 867. | 376. | 132. | 54. | 305. | 54. | 32. | 1. | 16. | 8. | 127. | 27. | 91. | 15. |
| 1990 | 2104. | 892. | 381. | 138. | 53. | 320. | 53. | 32. | 1. | 15. | 8. | 126. | 29. | 94. | 15. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

SAN JUAN

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | DOMESTIC | | | | OCEANIC | | | |
|------|-------------------|------------|-----|-----|------|-------|-----|-------|-----|----------|------|-----|-----|---------|-----|-----|------|
| | | AIR | | GEN | | MIL | | AIR | | GEN | | MIL | | AIR | | GEN | |
| | | TOTAL | CAR | AIR | TAXI | AVI | MIL | TOTAL | CAR | AIR | TAXI | AVI | MIL | TOTAL | CAR | AIR | TAXI |
| 1969 | 266. | 81. | 67. | 0. | 0. | 5. | 9. | 104. | 3. | 0. | 0. | 0. | 1. | 77. | 0. | 6. | 17. |
| 1970 | 287. | 90. | 76. | 0. | 0. | 6. | 8. | 107. | 4. | 0. | 0. | 1. | 1. | 80. | 0. | 7. | 14. |
| 1971 | 310. | 103. | 90. | 0. | 0. | 6. | 7. | 104. | 3. | 0. | 0. | 1. | 1. | 80. | 0. | 6. | 13. |
| 1972 | 307. | 101. | 87. | 42. | 0. | 6. | 6. | 105. | 4. | 0. | 0. | 1. | 1. | 82. | 1. | 8. | 8. |
| 1973 | 308. | 102. | 87. | 44. | 0. | 5. | 6. | 104. | 3. | 0. | 0. | 1. | 1. | 83. | 3. | 6. | 7. |
| 1974 | 267. | 82. | 47. | 28. | 0. | 4. | 3. | 103. | 3. | 0. | 0. | 1. | 1. | 83. | 2. | 8. | 5. |
| 1975 | 241. | 74. | 42. | 24. | 0. | 5. | 3. | 93. | 0. | 0. | 0. | 1. | 0. | 78. | 3. | 6. | 5. |
| 1976 | 241. | 73. | 41. | 24. | 0. | 5. | 3. | 95. | 5. | 0. | 0. | 1. | 1. | 74. | 3. | 6. | 5. |
| 1977 | 234. | 69. | 39. | 19. | 0. | 5. | 6. | 96. | 5. | 0. | 0. | 1. | 0. | 75. | 3. | 7. | 5. |
| 1978 | 227. | 54. | 39. | 14. | 0. | 6. | 5. | 99. | 4. | 0. | 0. | 1. | 0. | 75. | 3. | 9. | 5. |
| 1979 | 242. | 71. | 42. | 18. | 0. | 6. | 5. | 100. | 6. | 0. | 0. | 1. | 0. | 74. | 4. | 9. | 6. |
| 1980 | 258. | 77. | 44. | 22. | 0. | 6. | 5. | 104. | 7. | 0. | 0. | 1. | 0. | 76. | 4. | 10. | 6. |
| 1981 | 270. | 82. | 46. | 25. | 0. | 6. | 5. | 104. | 7. | 0. | 0. | 2. | 0. | 77. | 4. | 10. | 6. |
| 1982 | 284. | 88. | 48. | 29. | 0. | 6. | 5. | 108. | 7. | 0. | 0. | 2. | 0. | 77. | 4. | 12. | 6. |
| 1983 | 299. | 94. | 50. | 33. | 0. | 6. | 5. | 111. | 8. | 0. | 0. | 2. | 0. | 78. | 4. | 13. | 6. |
| 1984 | 313. | 101. | 52. | 38. | 0. | 6. | 5. | 111. | 8. | 0. | 0. | 2. | 0. | 78. | 4. | 13. | 6. |
| 1985 | 325. | 106. | 54. | 40. | 0. | 7. | 5. | 113. | 8. | 0. | 0. | 3. | 0. | 78. | 4. | 14. | 6. |
| 1986 | 337. | 111. | 56. | 43. | 0. | 7. | 5. | 115. | 9. | 0. | 0. | 3. | 0. | 78. | 4. | 15. | 6. |
| 1987 | 353. | 118. | 59. | 47. | 0. | 7. | 5. | 117. | 9. | 0. | 0. | 3. | 1. | 78. | 4. | 16. | 6. |
| 1988 | 369. | 125. | 61. | 52. | 0. | 7. | 5. | 119. | 9. | 0. | 0. | 3. | 1. | 79. | 4. | 17. | 6. |
| 1989 | 380. | 130. | 64. | 54. | 0. | 7. | 5. | 120. | 10. | 0. | 0. | 3. | 1. | 79. | 4. | 17. | 6. |
| 1990 | 389. | 134. | 66. | 56. | 0. | 7. | 5. | 121. | 10. | 0. | 0. | 3. | 1. | 79. | 4. | 18. | 6. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION GREAT LAKES

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|-------------|------------|------|------------|-------------|------------|------|------------|-------------|------------|-----|
| | | TOTAL | | | | DOMESTIC | | | | AIR | | | |
| | | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL |
| 1969 | 4824. | 1825. | 1221. | 473. | 131. | 794. | 0. | 150. | 230. | 0. | 0. | 0. | 0. |
| 1970 | 5001. | 1892. | 1276. | 500. | 116. | 876. | 0. | 163. | 178. | 0. | 0. | 0. | 0. |
| 1971 | 4757. | 1776. | 1115. | 550. | 111. | 869. | 0. | 169. | 167. | 0. | 0. | 0. | 0. |
| 1972 | 5033. | 1875. | 1106. | 550. | 113. | 913. | 6. | 182. | 182. | 0. | 0. | 0. | 0. |
| 1973 | 5429. | 2050. | 1108. | 665. | 122. | 924. | 15. | 218. | 172. | 0. | 0. | 0. | 0. |
| 1974 | 5491. | 2106. | 1093. | 711. | 115. | 872. | 15. | 240. | 152. | 0. | 0. | 0. | 0. |
| 1975 | 5790. | 2240. | 1117. | 787. | 123. | 882. | 15. | 253. | 160. | 0. | 0. | 0. | 0. |
| 1976 | 5842. | 2266. | 1129. | 802. | 118. | 883. | 20. | 258. | 149. | 0. | 0. | 0. | 0. |
| 1977 | 6188. | 2392. | 1152. | 872. | 132. | 935. | 23. | 301. | 145. | 0. | 0. | 0. | 0. |
| 1978 | 6613. | 2565. | 1159. | 995. | 143. | 951. | 33. | 337. | 162. | 0. | 0. | 0. | 0. |
| 1979 | 7126. | 2804. | 1199. | 1145. | 135. | 967. | 32. | 372. | 147. | 0. | 0. | 0. | 0. |
| 1980 | 7551. | 2973. | 1223. | 1231. | 133. | 988. | 33. | 435. | 149. | 0. | 0. | 0. | 0. |
| 1981 | 7946. | 3142. | 1249. | 1348. | 131. | 1077. | 34. | 470. | 151. | 0. | 0. | 0. | 0. |
| 1982 | 8365. | 3312. | 1274. | 1435. | 130. | 1032. | 35. | 521. | 153. | 0. | 0. | 0. | 0. |
| 1983 | 8773. | 3480. | 1299. | 1521. | 128. | 1056. | 38. | 563. | 154. | 0. | 0. | 0. | 0. |
| 1984 | 9239. | 3679. | 1324. | 1637. | 127. | 1091. | 38. | 597. | 155. | 0. | 0. | 0. | 0. |
| 1985 | 9635. | 3845. | 1348. | 1752. | 125. | 1115. | 41. | 632. | 157. | 0. | 0. | 0. | 0. |
| 1986 | 10036. | 4017. | 1374. | 1869. | 124. | 1142. | 42. | 659. | 159. | 0. | 0. | 0. | 0. |
| 1987 | 10482. | 4208. | 1422. | 1956. | 121. | 1175. | 43. | 687. | 161. | 0. | 0. | 0. | 0. |
| 1988 | 10885. | 4379. | 1447. | 2044. | 120. | 1206. | 45. | 713. | 163. | 0. | 0. | 0. | 0. |
| 1989 | 11284. | 4547. | 1471. | 2159. | 119. | 1238. | 47. | 742. | 163. | 0. | 0. | 0. | 0. |
| 1990 | 11690. | 4718. | 1497. | 2275. | 118. | 1270. | 48. | 771. | 165. | 0. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

CHICAGO

| FY | AIRCFT HANDLED | DEPARTURES | | | OVERS | | | DOMESTIC | | | OCEANIC | | |
|------|-------------------|------------|------------|-------------|------------|-----|-------|------------|-------------|------------|---------|------------|-------------|
| | | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI |
| | | | | | | | | | | | | | |
| 1969 | 1645. | 706. | 519. | 0. | 169. | 38. | 233. | 146. | 0. | 30. | 57. | 0. | 0. |
| 1970 | 1720. | 738. | 541. | 0. | 162. | 35. | 244. | 170. | 0. | 33. | 41. | 0. | 0. |
| 1971 | 1663. | 714. | 483. | 0. | 177. | 34. | 235. | 161. | 0. | 34. | 40. | 0. | 0. |
| 1972 | 1594. | 689. | 446. | 46. | 173. | 24. | 216. | 140. | 3. | 34. | 39. | 0. | 0. |
| 1973 | 1606. | 701. | 419. | 58. | 205. | 19. | 204. | 117. | 7. | 46. | 34. | 0. | 0. |
| 1974 | 1661. | 729. | 420. | 67. | 223. | 19. | 203. | 116. | 6. | 52. | 29. | 0. | 0. |
| 1975 | 1782. | 785. | 430. | 80. | 258. | 17. | 212. | 121. | 4. | 57. | 30. | 0. | 0. |
| 1976 | 1851. | 814. | 456. | 80. | 260. | 18. | 223. | 129. | 5. | 59. | 30. | 0. | 0. |
| 1977 | 1836. | 806. | 437. | 87. | 267. | 15. | 224. | 127. | 6. | 64. | 27. | 0. | 0. |
| 1978 | 1983. | 871. | 432. | 112. | 311. | 16. | 241. | 130. | 8. | 76. | 27. | 0. | 0. |
| 1979 | 2148. | 950. | 449. | 129. | 337. | 15. | 248. | 132. | 8. | 83. | 25. | 0. | 0. |
| 1980 | 2277. | 1006. | 459. | 149. | 383. | 15. | 265. | 134. | 8. | 97. | 26. | 0. | 0. |
| 1981 | 2394. | 1059. | 469. | 157. | 418. | 15. | 276. | 136. | 9. | 104. | 27. | 0. | 0. |
| 1982 | 2521. | 1115. | 479. | 176. | 445. | 15. | 291. | 139. | 9. | 115. | 28. | 0. | 0. |
| 1983 | 2643. | 1169. | 489. | 194. | 471. | 15. | 305. | 142. | 10. | 124. | 29. | 0. | 0. |
| 1984 | 2783. | 1233. | 499. | 213. | 506. | 15. | 317. | 146. | 10. | 131. | 30. | 0. | 0. |
| 1985 | 2901. | 1286. | 509. | 221. | 541. | 15. | 329. | 149. | 11. | 138. | 31. | 0. | 0. |
| 1986 | 3017. | 1339. | 519. | 229. | 576. | 15. | 339. | 152. | 11. | 144. | 32. | 0. | 0. |
| 1987 | 3159. | 1404. | 538. | 248. | 603. | 15. | 351. | 156. | 12. | 150. | 33. | 0. | 0. |
| 1988 | 3276. | 1458. | 548. | 266. | 629. | 15. | 360. | 159. | 12. | 155. | 34. | 0. | 0. |
| 1989 | 3394. | 1511. | 558. | 274. | 644. | 15. | 372. | 163. | 13. | 161. | 35. | 0. | 0. |
| 1990 | 3513. | 1565. | 568. | 283. | 699. | 15. | 383. | 167. | 13. | 167. | 36. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

CLEVELAND

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | DOMESTIC | | | | OCEANIC | | | |
|------|-------------------|------------|------|------|------|-------|-----|-----|------|----------|-----|-----|------|---------|----|-----|------|
| | | TOTAL | | AIR | | GEN | | MIL | | TOTAL | | AIR | | CAR | | AIR | |
| | | | | CAR | TAXI | AVI | | | | | | CAR | TAXI | AVI | | CAR | TAXI |
| 1969 | 1562. | 548. | 357. | 0. | 0. | 174. | 17. | 17. | 866. | 345. | 0. | 0. | 0. | 57. | 0. | 0. | 0. |
| 1970 | 1608. | 565. | 374. | 0. | 0. | 178. | 13. | 13. | 474. | 362. | 0. | 0. | 0. | 60. | 0. | 0. | 0. |
| 1971 | 1493. | 507. | 319. | 0. | 0. | 174. | 14. | 14. | 479. | 369. | 0. | 0. | 0. | 62. | 0. | 0. | 0. |
| 1972 | 1547. | 540. | 329. | 26. | 26. | 169. | 16. | 16. | 467. | 353. | 2. | 0. | 0. | 62. | 0. | 0. | 0. |
| 1973 | 1661. | 598. | 343. | 42. | 42. | 194. | 19. | 19. | 465. | 346. | 4. | 0. | 0. | 71. | 0. | 0. | 0. |
| 1974 | 1643. | 601. | 326. | 53. | 53. | 204. | 18. | 18. | 441. | 320. | 4. | 0. | 0. | 78. | 0. | 0. | 0. |
| 1975 | 1659. | 608. | 317. | 63. | 63. | 208. | 20. | 20. | 443. | 318. | 5. | 0. | 0. | 80. | 0. | 0. | 0. |
| 1976 | 1652. | 606. | 306. | 66. | 66. | 215. | 19. | 19. | 440. | 311. | 6. | 0. | 0. | 85. | 0. | 0. | 0. |
| 1977 | 1766. | 653. | 322. | 74. | 74. | 239. | 18. | 18. | 460. | 324. | 6. | 0. | 0. | 93. | 0. | 0. | 0. |
| 1978 | 1875. | 699. | 328. | 85. | 85. | 268. | 18. | 18. | 477. | 326. | 8. | 0. | 0. | 105. | 0. | 0. | 0. |
| 1979 | 2031. | 773. | 341. | 103. | 103. | 311. | 18. | 18. | 485. | 328. | 8. | 0. | 0. | 115. | 0. | 0. | 0. |
| 1980 | 2157. | 825. | 348. | 123. | 123. | 336. | 18. | 18. | 507. | 331. | 8. | 0. | 0. | 134. | 0. | 0. | 0. |
| 1981 | 2272. | 876. | 355. | 133. | 133. | 370. | 18. | 18. | 520. | 334. | 8. | 0. | 0. | 144. | 0. | 0. | 0. |
| 1982 | 2399. | 929. | 362. | 153. | 153. | 395. | 19. | 19. | 541. | 339. | 9. | 0. | 0. | 159. | 0. | 0. | 0. |
| 1983 | 2524. | 983. | 369. | 174. | 174. | 421. | 19. | 19. | 558. | 344. | 9. | 0. | 0. | 171. | 0. | 0. | 0. |
| 1984 | 2662. | 1044. | 376. | 194. | 194. | 454. | 20. | 20. | 574. | 351. | 9. | 0. | 0. | 181. | 0. | 0. | 0. |
| 1985 | 2780. | 1095. | 383. | 204. | 204. | 488. | 20. | 20. | 590. | 356. | 10. | 0. | 0. | 191. | 0. | 0. | 0. |
| 1986 | 2898. | 1148. | 390. | 215. | 215. | 522. | 21. | 21. | 602. | 361. | 10. | 0. | 0. | 198. | 0. | 0. | 0. |
| 1987 | 3029. | 1206. | 403. | 235. | 235. | 547. | 21. | 21. | 617. | 368. | 10. | 0. | 0. | 206. | 0. | 0. | 0. |
| 1988 | 3155. | 1261. | 410. | 256. | 256. | 573. | 22. | 22. | 633. | 375. | 11. | 0. | 0. | 214. | 0. | 0. | 0. |
| 1989 | 3271. | 1312. | 417. | 266. | 266. | 607. | 22. | 22. | 647. | 382. | 11. | 0. | 0. | 222. | 0. | 0. | 0. |
| 1990 | 3390. | 1364. | 424. | 277. | 277. | 640. | 23. | 23. | 662. | 388. | 12. | 0. | 0. | 230. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

INDIANAPOLIS

| FY | AIRCFT HANDLED | DEPARTURES | | | | ARRIVALS | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|------------|-------------|------------|----------|-------|------------|-------------|------------|-----|------------|-------------|------------|-----|------------|-------------|
| | | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI |
| | | | | | | | | | | | | | | | | | |
| 1969 | 1059 | 354 | 210 | 0 | 105 | 39 | 351 | 233 | 0 | 58 | 60 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1970 | 1123 | 370 | 218 | 0 | 113 | 39 | 383 | 268 | 0 | 66 | 49 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1971 | 1111 | 366 | 202 | 0 | 126 | 38 | 379 | 264 | 0 | 76 | 47 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1972 | 1157 | 380 | 187 | 18 | 134 | 41 | 397 | 269 | 1 | 87 | 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1973 | 1270 | 428 | 195 | 30 | 161 | 42 | 414 | 276 | 4 | 96 | 47 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1974 | 1261 | 425 | 175 | 39 | 172 | 39 | 411 | 270 | 5 | 99 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1975 | 1330 | 453 | 178 | 42 | 191 | 42 | 424 | 277 | 6 | 96 | 42 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1976 | 1336 | 456 | 175 | 43 | 199 | 39 | 424 | 281 | 8 | 96 | 39 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1977 | 1436 | 473 | 173 | 48 | 212 | 40 | 490 | 311 | 10 | 126 | 43 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1978 | 1516 | 505 | 181 | 48 | 232 | 44 | 506 | 310 | 16 | 133 | 47 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1979 | 1625 | 553 | 187 | 58 | 266 | 42 | 519 | 314 | 15 | 147 | 43 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1980 | 1726 | 587 | 189 | 70 | 286 | 42 | 552 | 320 | 16 | 172 | 44 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1981 | 1818 | 623 | 192 | 76 | 313 | 42 | 572 | 325 | 16 | 186 | 45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1982 | 1915 | 657 | 195 | 87 | 333 | 42 | 601 | 332 | 16 | 207 | 46 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1983 | 2006 | 690 | 197 | 99 | 352 | 42 | 626 | 340 | 17 | 223 | 46 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1984 | 2113 | 731 | 200 | 110 | 379 | 42 | 651 | 350 | 17 | 237 | 47 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1985 | 2203 | 765 | 202 | 116 | 405 | 42 | 673 | 356 | 18 | 251 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1986 | 2294 | 801 | 205 | 122 | 432 | 42 | 694 | 364 | 19 | 262 | 49 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1987 | 2394 | 839 | 211 | 134 | 452 | 42 | 716 | 374 | 19 | 273 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1988 | 2484 | 873 | 214 | 145 | 472 | 42 | 738 | 383 | 20 | 284 | 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1989 | 2578 | 909 | 216 | 152 | 498 | 43 | 760 | 392 | 21 | 296 | 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1990 | 2673 | 945 | 219 | 158 | 525 | 43 | 783 | 402 | 21 | 308 | 52 | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

MINNEAPOLIS

| FY | AIRCFT HANDLED | DEPARTURES | | | | USERS | | | | | | | | | |
|------|-------------------|------------|--------------------|------------|------|----------|--------------------|------------|-----|--------------------|--------------------|------------|-----|--------------------|------------|
| | | | | | | DOMESTIC | | | | | OCEANIC | | | | |
| | | TOTAL | AIR CAR TAXI | GEN AVI | MIL | TOTAL | AIR CAR TAXI | GEN AVI | MIL | AIR CAR TAXI | AIR CAR TAXI | GEN AVI | MIL | AIR CAR TAXI | GEN AVI |
| 1969 | 558. | 217. | 135. | 0. | 45. | 124. | 70. | 0. | 49. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1970 | 554. | 219. | 143. | 0. | 47. | 116. | 76. | 0. | 36. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1971 | 490. | 189. | 111. | 0. | 53. | 112. | 75. | 0. | 32. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1972 | 735. | 266. | 144. | 16. | 74. | 203. | 151. | 0. | 42. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1973 | 892. | 323. | 151. | 25. | 105. | 246. | 185. | 0. | 47. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1974 | 926. | 351. | 172. | 28. | 112. | 224. | 166. | 0. | 44. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1975 | 1019. | 394. | 192. | 28. | 130. | 231. | 166. | 0. | 48. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1976 | 1003. | 390. | 192. | 28. | 128. | 223. | 162. | 1. | 42. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1977 | 1150. | 460. | 220. | 27. | 154. | 230. | 173. | 1. | 38. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1978 | 1239. | 490. | 213. | 28. | 184. | 259. | 185. | 1. | 50. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1979 | 1322. | 528. | 222. | 35. | 211. | 266. | 193. | 1. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1980 | 1391. | 555. | 227. | 44. | 226. | 281. | 203. | 1. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1981 | 1462. | 584. | 233. | 48. | 247. | 294. | 212. | 1. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1982 | 1530. | 611. | 238. | 57. | 262. | 308. | 222. | 1. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1983 | 1600. | 638. | 244. | 65. | 277. | 324. | 232. | 2. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1984 | 1681. | 671. | 249. | 74. | 298. | 339. | 244. | 2. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1985 | 1751. | 699. | 254. | 79. | 318. | 353. | 254. | 2. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1986 | 1825. | 729. | 260. | 84. | 339. | 367. | 265. | 2. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1987 | 1900. | 759. | 270. | 92. | 354. | 382. | 277. | 2. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1988 | 1970. | 787. | 275. | 101. | 370. | 396. | 289. | 2. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1989 | 2041. | 815. | 280. | 106. | 390. | 411. | 301. | 2. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1990 | 2114. | 844. | 286. | 110. | 411. | 426. | 313. | 2. | 45. | 0. | 0. | 0. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION CENTRAL

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|------|------|------|----------|------|------|------|---------|-----|------|-----|
| | | TOTAL | | | | DOMESTIC | | | | AIR | | | |
| | | AIR | CAR | AIR | MIL | AIR | CAR | AIR | MIL | AIR | CAR | AIR | MIL |
| | | TOTAL | | TAXI | GEN | TOTAL | | TAXI | GEN | TOTAL | | TAXI | GEN |
| 1965 | 907. | 347. | 206. | 0. | 78. | 213. | 111. | 0. | 25. | 0. | 0. | 0. | 0. |
| 1970 | 990. | 376. | 227. | 0. | 83. | 238. | 133. | 0. | 31. | 0. | 0. | 0. | 0. |
| 1971 | 1023. | 378. | 208. | 0. | 106. | 267. | 156. | 0. | 38. | 0. | 0. | 0. | 0. |
| 1972 | 953. | 361. | 179. | 21. | 86. | 231. | 137. | 0. | 34. | 0. | 0. | 0. | 0. |
| 1973 | 974. | 372. | 178. | 23. | 107. | 230. | 135. | 0. | 40. | 0. | 0. | 0. | 0. |
| 1974 | 997. | 380. | 174. | 30. | 118. | 237. | 137. | 2. | 44. | 0. | 0. | 0. | 0. |
| 1975 | 1090. | 416. | 193. | 35. | 132. | 258. | 142. | 4. | 50. | 0. | 0. | 0. | 0. |
| 1976 | 1080. | 413. | 191. | 32. | 138. | 254. | 144. | 6. | 53. | 0. | 0. | 0. | 0. |
| 1977 | 1174. | 443. | 192. | 34. | 157. | 288. | 159. | 8. | 58. | 0. | 0. | 0. | 0. |
| 1978 | 1340. | 496. | 208. | 41. | 184. | 348. | 188. | 8. | 71. | 0. | 0. | 0. | 0. |
| 1979 | 1413. | 533. | 213. | 51. | 209. | 347. | 186. | 9. | 80. | 0. | 0. | 0. | 0. |
| 1980 | 1474. | 557. | 214. | 61. | 222. | 360. | 185. | 10. | 94. | 0. | 0. | 0. | 0. |
| 1981 | 1532. | 582. | 215. | 67. | 241. | 368. | 184. | 11. | 103. | 0. | 0. | 0. | 0. |
| 1982 | 1594. | 607. | 216. | 78. | 254. | 380. | 184. | 12. | 115. | 0. | 0. | 0. | 0. |
| 1983 | 1656. | 633. | 217. | 89. | 268. | 390. | 184. | 13. | 125. | 0. | 0. | 0. | 0. |
| 1984 | 1727. | 663. | 218. | 100. | 286. | 401. | 185. | 15. | 134. | 0. | 0. | 0. | 0. |
| 1985 | 1787. | 689. | 219. | 107. | 305. | 409. | 185. | 16. | 142. | 0. | 0. | 0. | 0. |
| 1986 | 1844. | 714. | 220. | 113. | 323. | 416. | 185. | 17. | 149. | 0. | 0. | 0. | 0. |
| 1987 | 1908. | 743. | 224. | 124. | 337. | 422. | 185. | 18. | 156. | 0. | 0. | 0. | 0. |
| 1988 | 1966. | 768. | 225. | 135. | 350. | 430. | 186. | 19. | 163. | 0. | 0. | 0. | 0. |
| 1989 | 2024. | 793. | 226. | 141. | 369. | 438. | 187. | 20. | 170. | 0. | 0. | 0. | 0. |
| 1990 | 2083. | 819. | 228. | 147. | 387. | 445. | 188. | 21. | 177. | 0. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

KANSAS CITY

| DEPARTURES | | | | OVERS | | | | | | | | | | | |
|------------|-------------------|-------|------------|-------------|------------|-----|-------|------------|-------------|------------|-----|------------|-------------|------------|-----|
| | | | | DOMESTIC | | | | | | OCEANIC | | | | | |
| FY | AIRCFT HANDLED | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL |
| 1969 | 907 | 387 | 206 | 0 | 78 | 63 | 213 | 111 | 0 | 25 | 77 | 0 | 0 | 0 | 0 |
| 1970 | 990 | 376 | 227 | 0 | 83 | 66 | 238 | 133 | 0 | 31 | 74 | 0 | 0 | 0 | 0 |
| 1971 | 1023 | 378 | 208 | 0 | 106 | 64 | 267 | 156 | 0 | 38 | 73 | 0 | 0 | 0 | 0 |
| 1972 | 953 | 361 | 179 | 21 | 86 | 75 | 231 | 137 | 0 | 34 | 60 | 0 | 0 | 0 | 0 |
| 1973 | 974 | 372 | 178 | 23 | 107 | 64 | 230 | 135 | 0 | 40 | 55 | 0 | 0 | 0 | 0 |
| 1974 | 997 | 380 | 174 | 30 | 118 | 58 | 237 | 137 | 2 | 44 | 54 | 0 | 0 | 0 | 0 |
| 1975 | 1090 | 416 | 193 | 35 | 132 | 56 | 258 | 142 | 4 | 50 | 62 | 0 | 0 | 0 | 0 |
| 1976 | 1080 | 413 | 191 | 32 | 138 | 52 | 254 | 144 | 6 | 53 | 51 | 0 | 0 | 0 | 0 |
| 1977 | 1174 | 423 | 193 | 34 | 157 | 59 | 288 | 159 | 8 | 58 | 63 | 0 | 0 | 0 | 0 |
| 1978 | 1340 | 496 | 208 | 41 | 184 | 63 | 348 | 188 | 8 | 71 | 81 | 0 | 0 | 0 | 0 |
| 1979 | 1413 | 533 | 213 | 51 | 209 | 60 | 347 | 186 | 9 | 80 | 72 | 0 | 0 | 0 | 0 |
| 1980 | 1474 | 557 | 214 | 61 | 222 | 60 | 360 | 185 | 10 | 94 | 71 | 0 | 0 | 0 | 0 |
| 1981 | 1532 | 581 | 215 | 67 | 241 | 59 | 368 | 184 | 11 | 103 | 70 | 0 | 0 | 0 | 0 |
| 1982 | 1594 | 607 | 216 | 78 | 254 | 59 | 380 | 184 | 12 | 115 | 69 | 0 | 0 | 0 | 0 |
| 1983 | 1656 | 633 | 217 | 89 | 268 | 59 | 390 | 184 | 13 | 125 | 68 | 0 | 0 | 0 | 0 |
| 1984 | 1727 | 683 | 218 | 100 | 286 | 59 | 401 | 185 | 15 | 134 | 67 | 0 | 0 | 0 | 0 |
| 1985 | 1787 | 699 | 219 | 107 | 305 | 58 | 409 | 185 | 16 | 142 | 66 | 0 | 0 | 0 | 0 |
| 1986 | 1844 | 714 | 220 | 113 | 323 | 58 | 416 | 185 | 17 | 149 | 65 | 0 | 0 | 0 | 0 |
| 1987 | 1908 | 743 | 224 | 124 | 337 | 58 | 422 | 185 | 18 | 156 | 63 | 0 | 0 | 0 | 0 |
| 1988 | 1966 | 768 | 225 | 135 | 350 | 58 | 430 | 186 | 19 | 163 | 62 | 0 | 0 | 0 | 0 |
| 1989 | 2024 | 793 | 226 | 141 | 369 | 57 | 438 | 187 | 20 | 170 | 61 | 0 | 0 | 0 | 0 |
| 1990 | 2083 | 819 | 228 | 147 | 387 | 57 | 445 | 188 | 21 | 177 | 59 | 0 | 0 | 0 | 0 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION SOUTHWEST

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|-----|-----|------|----------|-----|-----|-----|---------|------|-----|-----|
| | | TOTAL | | AIR | | DOMESTIC | | MIL | | AIR | | GEN | |
| | | | | CAR | TAXI | AVI | MIL | GEN | AVI | CAR | TAXI | AVI | MIL |
| 1969 | 2773 | 1160 | 527 | 0 | 0 | 158 | 475 | 453 | 181 | 0 | 0 | 32 | 216 |
| 1970 | 2983 | 1255 | 587 | 0 | 0 | 182 | 486 | 473 | 213 | 0 | 0 | 37 | 201 |
| 1971 | 2953 | 1204 | 554 | 0 | 0 | 180 | 470 | 545 | 224 | 0 | 0 | 38 | 261 |
| 1972 | 3070 | 1230 | 515 | 36 | 36 | 208 | 471 | 610 | 210 | 6 | 8 | 45 | 328 |
| 1973 | 3201 | 1307 | 520 | 40 | 40 | 236 | 511 | 587 | 225 | 0 | 0 | 51 | 286 |
| 1974 | 3206 | 1308 | 541 | 45 | 45 | 255 | 487 | 590 | 228 | 8 | 0 | 55 | 280 |
| 1975 | 3316 | 1355 | 527 | 75 | 75 | 311 | 482 | 606 | 217 | 13 | 0 | 66 | 291 |
| 1976 | 3340 | 1383 | 536 | 71 | 71 | 346 | 430 | 574 | 222 | 4 | 0 | 68 | 260 |
| 1977 | 3699 | 1506 | 558 | 114 | 114 | 397 | 437 | 637 | 263 | 12 | 0 | 80 | 311 |
| 1978 | 3944 | 1611 | 598 | 123 | 123 | 458 | 432 | 722 | 283 | 9 | 0 | 93 | 315 |
| 1979 | 4157 | 1722 | 620 | 149 | 149 | 536 | 417 | 713 | 287 | 12 | 0 | 105 | 285 |
| 1980 | 4377 | 1817 | 631 | 179 | 179 | 585 | 422 | 743 | 291 | 15 | 0 | 124 | 287 |
| 1981 | 4581 | 1910 | 643 | 195 | 195 | 647 | 425 | 761 | 295 | 17 | 0 | 134 | 287 |
| 1982 | 4796 | 2003 | 654 | 224 | 224 | 696 | 429 | 790 | 301 | 20 | 0 | 151 | 288 |
| 1983 | 5009 | 2098 | 666 | 255 | 255 | 744 | 433 | 813 | 307 | 24 | 0 | 163 | 288 |
| 1984 | 5252 | 2208 | 678 | 284 | 284 | 808 | 438 | 836 | 315 | 25 | 0 | 174 | 288 |
| 1985 | 5461 | 2301 | 688 | 300 | 300 | 871 | 442 | 859 | 320 | 28 | 0 | 186 | 290 |
| 1986 | 5668 | 2395 | 700 | 315 | 315 | 935 | 445 | 878 | 325 | 30 | 0 | 196 | 290 |
| 1987 | 5906 | 2503 | 723 | 347 | 347 | 983 | 450 | 900 | 334 | 33 | 0 | 204 | 291 |
| 1988 | 6115 | 2598 | 735 | 376 | 376 | 1032 | 455 | 919 | 342 | 34 | 0 | 212 | 291 |
| 1989 | 6329 | 2693 | 747 | 392 | 392 | 1095 | 459 | 943 | 349 | 37 | 0 | 223 | 293 |
| 1990 | 6542 | 2789 | 758 | 408 | 408 | 1159 | 464 | 964 | 357 | 39 | 0 | 231 | 293 |

NOTE:
FIGURES IN THOUSANDS

ALBUQUERQUE

IFR AIRCRAFT HANDLED BY USER CATEGORY

| FY | AIRCFT HANDLED | DEPARTURES | | | OVERS | | | DOMESTIC | | | OCEANIC | | |
|------|-------------------|------------|------------|------|------------|------|-------|------------|------|------------|------------|------|-----|
| | | TOTAL | AIR CAR | TAXI | GEN AVI | MIL | TOTAL | AIR CAR | TAXI | GEN AVI | AIR CAR | TAXI | MIL |
| 1969 | 626. | 227. | 99. | 0. | 18. | 110. | 172. | 94. | 0. | 9. | 0. | 0. | 0. |
| 1970 | 701. | 258. | 110. | 0. | 23. | 125. | 185. | 108. | 0. | 11. | 0. | 0. | 0. |
| 1971 | 728. | 262. | 104. | 0. | 24. | 134. | 204. | 116. | 0. | 11. | 0. | 0. | 0. |
| 1972 | 699. | 241. | 98. | 0. | 25. | 118. | 217. | 103. | 0. | 12. | 0. | 0. | 0. |
| 1973 | 815. | 303. | 108. | 0. | 32. | 163. | 209. | 111. | 0. | 13. | 0. | 0. | 0. |
| 1974 | 859. | 312. | 108. | 0. | 32. | 172. | 235. | 110. | 0. | 14. | 0. | 0. | 0. |
| 1975 | 882. | 314. | 112. | 4. | 42. | 156. | 254. | 112. | 0. | 17. | 0. | 0. | 0. |
| 1976 | 845. | 304. | 116. | 6. | 43. | 139. | 237. | 113. | 1. | 18. | 0. | 0. | 0. |
| 1977 | 930. | 327. | 117. | 10. | 53. | 147. | 276. | 129. | 1. | 22. | 0. | 0. | 0. |
| 1978 | 1010. | 352. | 120. | 13. | 60. | 159. | 306. | 132. | 1. | 26. | 0. | 0. | 0. |
| 1979 | 1030. | 367. | 125. | 17. | 72. | 153. | 296. | 135. | 1. | 29. | 0. | 0. | 0. |
| 1980 | 1070. | 384. | 128. | 22. | 80. | 154. | 302. | 138. | 1. | 34. | 0. | 0. | 0. |
| 1981 | 1104. | 399. | 130. | 25. | 90. | 154. | 306. | 141. | 1. | 37. | 0. | 0. | 0. |
| 1982 | 1144. | 416. | 133. | 30. | 98. | 155. | 312. | 145. | 1. | 41. | 0. | 0. | 0. |
| 1983 | 1183. | 433. | 136. | 35. | 106. | 156. | 317. | 149. | 2. | 44. | 0. | 0. | 0. |
| 1984 | 1227. | 452. | 139. | 40. | 116. | 157. | 323. | 154. | 2. | 47. | 0. | 0. | 0. |
| 1985 | 1265. | 469. | 141. | 43. | 127. | 158. | 327. | 157. | 2. | 50. | 0. | 0. | 0. |
| 1986 | 1301. | 485. | 144. | 46. | 137. | 158. | 331. | 161. | 2. | 53. | 0. | 0. | 0. |
| 1987 | 1346. | 505. | 149. | 52. | 145. | 159. | 336. | 166. | 2. | 55. | 0. | 0. | 0. |
| 1988 | 1384. | 522. | 152. | 57. | 153. | 160. | 340. | 171. | 2. | 57. | 0. | 0. | 0. |
| 1989 | 1424. | 539. | 155. | 60. | 163. | 161. | 346. | 176. | 2. | 60. | 0. | 0. | 0. |
| 1990 | 1460. | 555. | 157. | 63. | 173. | 162. | 350. | 181. | 2. | 62. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

FORT WORTH

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | DOMESTIC | | | | OCEANIC | | | |
|------|-------------------|------------|-----|------|-----|-------|-------|-----|------|----------|-----|-------|-----|---------|-----|-----|-------|
| | | AIR | | GEN | | AIR | | GEN | | AIR | | GEN | | AIR | | GEN | |
| | | TOTAL | CAR | TAXI | AVI | MIL | TOTAL | CAR | TAXI | AVI | MIL | TOTAL | CAR | TAXI | AVI | MIL | TOTAL |
| 1969 | 1104 | 467 | 218 | 0 | 69 | 180 | 170 | 64 | 0 | 19 | 87 | 170 | 64 | 0 | 0 | 0 | 170 |
| 1970 | 1197 | 500 | 250 | 0 | 76 | 174 | 197 | 82 | 0 | 22 | 93 | 197 | 82 | 0 | 0 | 0 | 197 |
| 1971 | 1168 | 467 | 229 | 0 | 73 | 165 | 234 | 83 | 0 | 23 | 128 | 234 | 83 | 0 | 0 | 0 | 234 |
| 1972 | 1185 | 477 | 212 | 18 | 86 | 161 | 231 | 80 | 0 | 26 | 125 | 231 | 80 | 0 | 0 | 0 | 231 |
| 1973 | 1191 | 487 | 218 | 19 | 95 | 155 | 217 | 83 | 0 | 31 | 103 | 217 | 83 | 0 | 0 | 0 | 217 |
| 1974 | 1243 | 513 | 243 | 23 | 104 | 143 | 217 | 83 | 0 | 31 | 98 | 217 | 83 | 0 | 0 | 0 | 217 |
| 1975 | 1321 | 549 | 248 | 43 | 126 | 132 | 223 | 74 | 6 | 42 | 101 | 223 | 74 | 0 | 0 | 0 | 223 |
| 1976 | 1323 | 558 | 246 | 34 | 139 | 139 | 207 | 72 | 2 | 41 | 92 | 207 | 72 | 0 | 0 | 0 | 207 |
| 1977 | 1453 | 597 | 251 | 59 | 152 | 135 | 259 | 94 | 10 | 44 | 109 | 259 | 94 | 0 | 0 | 0 | 259 |
| 1978 | 1512 | 628 | 274 | 54 | 182 | 118 | 256 | 111 | 7 | 55 | 83 | 256 | 111 | 0 | 0 | 0 | 256 |
| 1979 | 1615 | 678 | 283 | 67 | 212 | 116 | 259 | 111 | 9 | 62 | 77 | 259 | 111 | 0 | 0 | 0 | 259 |
| 1980 | 1709 | 717 | 287 | 81 | 230 | 119 | 275 | 111 | 11 | 73 | 80 | 275 | 111 | 0 | 0 | 0 | 275 |
| 1981 | 1797 | 756 | 292 | 89 | 253 | 122 | 285 | 111 | 13 | 79 | 82 | 285 | 111 | 0 | 0 | 0 | 285 |
| 1982 | 1889 | 795 | 296 | 103 | 271 | 125 | 299 | 111 | 15 | 89 | 84 | 299 | 111 | 0 | 0 | 0 | 299 |
| 1983 | 1984 | 836 | 301 | 118 | 289 | 128 | 312 | 112 | 17 | 96 | 87 | 312 | 112 | 0 | 0 | 0 | 312 |
| 1984 | 2087 | 882 | 305 | 132 | 313 | 132 | 323 | 113 | 18 | 103 | 89 | 323 | 113 | 0 | 0 | 0 | 323 |
| 1985 | 2176 | 920 | 309 | 140 | 336 | 135 | 336 | 114 | 20 | 110 | 92 | 336 | 114 | 0 | 0 | 0 | 336 |
| 1986 | 2266 | 960 | 314 | 148 | 360 | 138 | 346 | 114 | 22 | 115 | 95 | 346 | 114 | 0 | 0 | 0 | 346 |
| 1987 | 2367 | 1005 | 323 | 163 | 378 | 141 | 357 | 116 | 24 | 120 | 97 | 357 | 116 | 0 | 0 | 0 | 357 |
| 1988 | 2459 | 1046 | 328 | 177 | 396 | 145 | 367 | 117 | 25 | 125 | 100 | 367 | 117 | 0 | 0 | 0 | 367 |
| 1989 | 2549 | 1085 | 332 | 185 | 420 | 148 | 379 | 118 | 27 | 131 | 103 | 379 | 118 | 0 | 0 | 0 | 379 |
| 1990 | 2641 | 1126 | 337 | 193 | 444 | 152 | 389 | 119 | 28 | 136 | 106 | 389 | 119 | 0 | 0 | 0 | 389 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

HOUSTON

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|------|------|------|-------|------|-----|------|----------|------|-----|------|
| | | TOTAL | | AIR | | GEN | | MIL | | DOMESTIC | | AIR | |
| | | --- | --- | CAR | TAXI | AVI | MIL | CAR | TAXI | GEN | AVI | CAR | TAXI |
| 1969 | 1043. | 466. | 210. | 0. | 0. | 71. | 185. | 23. | 0. | 4. | 40. | 7. | 0. |
| 1970 | 1085. | 497. | 227. | 0. | 0. | 83. | 187. | 23. | 0. | 4. | 42. | 7. | 0. |
| 1971 | 1057. | 475. | 221. | 0. | 0. | 83. | 171. | 25. | 0. | 4. | 62. | 8. | 0. |
| 1972 | 1186. | 512. | 205. | 18. | 18. | 97. | 192. | 27. | 0. | 7. | 101. | 12. | 0. |
| 1973 | 1195. | 517. | 194. | 21. | 21. | 109. | 193. | 31. | 0. | 7. | 98. | 15. | 0. |
| 1974 | 1104. | 483. | 190. | 22. | 22. | 119. | 152. | 35. | 6. | 7. | 71. | 13. | 0. |
| 1975 | 1113. | 492. | 167. | 28. | 28. | 143. | 154. | 31. | 7. | 7. | 65. | 13. | 0. |
| 1976 | 1172. | 521. | 174. | 31. | 31. | 164. | 152. | 37. | 1. | 9. | 63. | 13. | 0. |
| 1977 | 1316. | 582. | 190. | 45. | 45. | 192. | 155. | 40. | 1. | 12. | 78. | 13. | 0. |
| 1978 | 1422. | 631. | 204. | 56. | 56. | 216. | 155. | 40. | 1. | 12. | 85. | 13. | 0. |
| 1979 | 1512. | 677. | 212. | 65. | 65. | 252. | 148. | 41. | 2. | 14. | 77. | 14. | 0. |
| 1980 | 1598. | 716. | 216. | 76. | 76. | 275. | 149. | 42. | 3. | 17. | 78. | 15. | 0. |
| 1981 | 1680. | 755. | 221. | 81. | 81. | 304. | 149. | 43. | 3. | 18. | 78. | 17. | 0. |
| 1982 | 1763. | 792. | 225. | 91. | 91. | 327. | 149. | 45. | 4. | 21. | 79. | 18. | 0. |
| 1983 | 1842. | 829. | 229. | 102. | 102. | 349. | 149. | 46. | 5. | 23. | 79. | 19. | 0. |
| 1984 | 1938. | 874. | 234. | 112. | 112. | 379. | 149. | 48. | 5. | 24. | 79. | 20. | 0. |
| 1985 | 2020. | 912. | 238. | 117. | 117. | 408. | 149. | 49. | 6. | 26. | 80. | 21. | 0. |
| 1986 | 2101. | 950. | 242. | 121. | 121. | 438. | 149. | 50. | 6. | 28. | 80. | 22. | 0. |
| 1987 | 2193. | 993. | 251. | 132. | 132. | 460. | 150. | 52. | 7. | 29. | 81. | 23. | 0. |
| 1988 | 2272. | 1030. | 255. | 142. | 142. | 483. | 150. | 54. | 7. | 30. | 81. | 24. | 0. |
| 1989 | 2356. | 1069. | 260. | 147. | 147. | 512. | 150. | 55. | 8. | 32. | 82. | 25. | 0. |
| 1990 | 2441. | 1108. | 264. | 152. | 152. | 542. | 150. | 57. | 9. | 33. | 82. | 27. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION ROCKY MOUNTAIN

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | DOMESTIC | | | | OCEANIC | | | |
|------|-------------------|-------------------|-------|------------|------|------------|------|------------|------|------------|------|------------|------|------------|------|------------|------|
| | | TOTAL | | MIL | | GEN | | MIL | | AIR | | GEN | | AIR | | GEN | |
| | | AIRCFT HANDLED | TOTAL | AIR CAR | TAXI | AIR CAR | TAXI | AIR CAR | TAXI | AIR CAR | TAXI | AIR CAR | TAXI | AIR CAR | TAXI | AIR CAR | TAXI |
| 1964 | 1119. | 311. | 311. | 216. | 0. | 39. | 0. | 56. | 0. | 340. | 0. | 16. | 0. | 0. | 0. | 0. | 0. |
| 1970 | 1145. | 312. | 312. | 216. | 0. | 41. | 0. | 55. | 0. | 377. | 0. | 19. | 0. | 0. | 0. | 0. | 0. |
| 1971 | 1165. | 316. | 316. | 208. | 0. | 50. | 0. | 58. | 0. | 386. | 0. | 21. | 0. | 0. | 0. | 0. | 0. |
| 1972 | 1192. | 335. | 335. | 208. | 13. | 52. | 13. | 62. | 0. | 373. | 0. | 22. | 0. | 0. | 0. | 0. | 0. |
| 1973 | 1207. | 362. | 362. | 216. | 14. | 63. | 14. | 69. | 0. | 357. | 0. | 26. | 0. | 0. | 0. | 0. | 0. |
| 1974 | 1236. | 381. | 381. | 226. | 14. | 73. | 14. | 68. | 0. | 341. | 0. | 29. | 0. | 0. | 0. | 0. | 0. |
| 1975 | 1350. | 427. | 427. | 245. | 20. | 95. | 20. | 67. | 0. | 342. | 0. | 32. | 0. | 0. | 0. | 0. | 0. |
| 1976 | 1350. | 425. | 425. | 244. | 21. | 96. | 21. | 64. | 3. | 342. | 3. | 33. | 0. | 0. | 0. | 0. | 0. |
| 1977 | 1409. | 452. | 452. | 240. | 28. | 113. | 28. | 71. | 4. | 339. | 4. | 34. | 0. | 0. | 0. | 0. | 0. |
| 1978 | 1580. | 521. | 521. | 255. | 39. | 145. | 39. | 82. | 4. | 350. | 4. | 41. | 0. | 0. | 0. | 0. | 0. |
| 1979 | 1648. | 557. | 557. | 265. | 46. | 168. | 46. | 78. | 4. | 356. | 4. | 46. | 0. | 0. | 0. | 0. | 0. |
| 1980 | 1725. | 588. | 588. | 271. | 56. | 184. | 56. | 77. | 5. | 364. | 5. | 55. | 0. | 0. | 0. | 0. | 0. |
| 1981 | 1789. | 615. | 615. | 276. | 60. | 202. | 60. | 77. | 6. | 371. | 6. | 59. | 0. | 0. | 0. | 0. | 0. |
| 1982 | 1866. | 645. | 645. | 282. | 69. | 218. | 69. | 76. | 7. | 381. | 7. | 67. | 0. | 0. | 0. | 0. | 0. |
| 1983 | 1932. | 671. | 671. | 287. | 77. | 232. | 77. | 75. | 7. | 391. | 7. | 73. | 0. | 0. | 0. | 0. | 0. |
| 1984 | 2010. | 703. | 703. | 292. | 86. | 251. | 86. | 74. | 7. | 403. | 7. | 77. | 0. | 0. | 0. | 0. | 0. |
| 1985 | 2083. | 732. | 732. | 298. | 90. | 270. | 90. | 74. | 9. | 412. | 9. | 83. | 0. | 0. | 0. | 0. | 0. |
| 1986 | 2152. | 760. | 760. | 303. | 95. | 289. | 95. | 73. | 9. | 423. | 9. | 87. | 0. | 0. | 0. | 0. | 0. |
| 1987 | 2232. | 793. | 793. | 314. | 103. | 304. | 103. | 72. | 10. | 434. | 10. | 91. | 0. | 0. | 0. | 0. | 0. |
| 1988 | 2303. | 822. | 822. | 319. | 112. | 319. | 112. | 72. | 10. | 447. | 10. | 95. | 0. | 0. | 0. | 0. | 0. |
| 1989 | 2373. | 850. | 850. | 325. | 116. | 338. | 116. | 71. | 11. | 458. | 11. | 99. | 0. | 0. | 0. | 0. | 0. |
| 1990 | 2448. | 879. | 879. | 330. | 121. | 357. | 121. | 71. | 12. | 471. | 12. | 104. | 0. | 0. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IF AIRCRAFT HANDLED BY USER CATEGORY

| DEPARTURES | | | | | | | | | | (VERS | | | | | | | | | |
|------------|------|---------|-----|---------|-----|---------|-----|---------|---|----------|----|---------|---|---------|---------|---------|---|---------|---|
| | | | | | | | | | | DOMESTIC | | | | | OCEANIC | | | | |
| | | AIR | | AIR | | GEN | | MIL | | TOTAL | | AIR | | AIR | | GEN | | MIL | |
| | | CAR | | TAXI | | AVI | | | | | | CAR | | TAXI | | AVI | | | |
| FY | | TOTAL | | TOTAL | | TOTAL | | TOTAL | | TOTAL | | TOTAL | | TOTAL | | TOTAL | | TOTAL | |
| AIRCFT | | HANDLED | | HANDLED | | HANDLED | | HANDLED | | HANDLED | | HANDLED | | HANDLED | | HANDLED | | HANDLED | |
| 1969 | 593 | 163 | 116 | 0 | 21 | 26 | 267 | 193 | 0 | 8 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1970 | 610 | 167 | 120 | 0 | 23 | 24 | 276 | 210 | 0 | 10 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1971 | 613 | 167 | 118 | 0 | 24 | 24 | 281 | 216 | 0 | 10 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1972 | 596 | 168 | 112 | 5 | 27 | 28 | 260 | 201 | 0 | 10 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1973 | 630 | 189 | 121 | 6 | 34 | 28 | 232 | 201 | 0 | 12 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1974 | 635 | 193 | 122 | 6 | 37 | 28 | 249 | 191 | 0 | 14 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1975 | 702 | 220 | 134 | 11 | 48 | 27 | 262 | 193 | 0 | 16 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1976 | 722 | 226 | 135 | 13 | 51 | 27 | 270 | 198 | 1 | 17 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1977 | 835 | 269 | 148 | 19 | 68 | 34 | 297 | 207 | 2 | 21 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1978 | 924 | 311 | 164 | 29 | 82 | 36 | 302 | 208 | 2 | 23 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1979 | 969 | 333 | 169 | 34 | 96 | 34 | 303 | 213 | 2 | 26 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1980 | 1018 | 352 | 172 | 41 | 106 | 33 | 314 | 219 | 3 | 32 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1981 | 1057 | 368 | 174 | 44 | 117 | 33 | 321 | 224 | 3 | 35 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1982 | 1105 | 386 | 177 | 50 | 127 | 32 | 333 | 231 | 4 | 40 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1983 | 1149 | 403 | 179 | 56 | 136 | 32 | 343 | 236 | 4 | 44 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1984 | 1198 | 422 | 181 | 62 | 148 | 31 | 354 | 247 | 4 | 47 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1985 | 1242 | 439 | 184 | 65 | 159 | 31 | 364 | 253 | 5 | 51 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1986 | 1284 | 455 | 186 | 68 | 171 | 30 | 374 | 261 | 5 | 54 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1987 | 1336 | 476 | 187 | 74 | 181 | 29 | 384 | 269 | 6 | 56 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1988 | 1380 | 493 | 194 | 80 | 190 | 29 | 398 | 278 | 6 | 59 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1989 | 1424 | 510 | 197 | 83 | 202 | 28 | 408 | 286 | 6 | 62 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1990 | 1470 | 527 | 199 | 86 | 214 | 28 | 416 | 295 | 7 | 65 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE: FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

GREAT FALLS

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|-----|-----|------|-------|-----|-----|-----|---------|------|-----|-----|
| | | TOTAL | | AIR | | GEN | | MIL | | AIR | | GEN | |
| | | AIR | CAR | AIR | TAXI | AVI | MIL | AIR | CAR | AIR | TAXI | AVI | MIL |
| 1969 | 177. | 59. | 42. | 0. | 0. | 6. | 11. | 37. | 0. | 0. | 0. | 0. | 0. |
| 1970 | 184. | 61. | 42. | 0. | 0. | 6. | 13. | 42. | 0. | 0. | 0. | 0. | 0. |
| 1971 | 166. | 51. | 25. | 0. | 0. | 10. | 16. | 40. | 0. | 0. | 0. | 0. | 0. |
| 1972 | 203. | 64. | 31. | 4. | 4. | 9. | 20. | 45. | 0. | 0. | 0. | 0. | 0. |
| 1973 | 174. | 60. | 26. | 4. | 4. | 10. | 20. | 32. | 0. | 0. | 0. | 0. | 0. |
| 1974 | 192. | 66. | 32. | 3. | 3. | 12. | 19. | 35. | 0. | 0. | 0. | 0. | 0. |
| 1975 | 196. | 68. | 34. | 2. | 1. | 15. | 17. | 34. | 0. | 0. | 0. | 0. | 0. |
| 1976 | 166. | 56. | 29. | 1. | 1. | 12. | 14. | 27. | 0. | 0. | 0. | 0. | 0. |
| 1977 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1978 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1979 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1980 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1981 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1982 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1983 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1984 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1985 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1986 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1987 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1988 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1989 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1990 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

SALT LAKE CITY
IFR AIRCRAFT HANDLED BY USER CATEGORY

| DEPARTURES | | | | | | | | | | OVERS | | | | | | | | | |
|------------|-------------------|-------|------------|-------------|------------|-----|-------|------------|-------------|------------|-----|------------|-------------|------------|------------|-------------|------------|-----|--|
| | | | | | | | | | | DOMESTIC | | | | | OCEANIC | | | | |
| FY | AIRCFT HANDLED | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | AIR CAR | AIR TAXI | GEN AVI | MIL | |
| 1969 | 349. | 89. | 58. | 0. | 12. | 19. | 171. | 110. | 0. | 6. | 55. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1970 | 351. | 84. | 54. | 0. | 12. | 18. | 183. | 125. | 0. | 7. | 51. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1971 | 386. | 99. | 65. | 0. | 16. | 18. | 188. | 130. | 0. | 7. | 51. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1972 | 393. | 103. | 65. | 4. | 16. | 18. | 187. | 127. | 0. | 8. | 52. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1973 | 403. | 113. | 69. | 4. | 19. | 21. | 177. | 124. | 0. | 9. | 44. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1974 | 409. | 122. | 72. | 5. | 24. | 21. | 165. | 115. | 0. | 10. | 40. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1975 | 452. | 139. | 77. | 7. | 32. | 23. | 174. | 115. | 0. | 10. | 45. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1976 | 462. | 143. | 80. | 7. | 33. | 23. | 176. | 117. | 2. | 11. | 46. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1977 | 574. | 183. | 92. | 9. | 45. | 37. | 208. | 132. | 2. | 13. | 61. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1978 | 656. | 210. | 91. | 10. | 63. | 46. | 236. | 142. | 2. | 18. | 74. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1979 | 679. | 224. | 96. | 12. | 72. | 44. | 231. | 143. | 2. | 20. | 66. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1980 | 707. | 236. | 99. | 15. | 78. | 44. | 235. | 145. | 2. | 23. | 65. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1981 | 732. | 247. | 102. | 16. | 85. | 44. | 238. | 147. | 3. | 24. | 64. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1982 | 761. | 259. | 105. | 19. | 91. | 44. | 243. | 150. | 3. | 27. | 63. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1983 | 783. | 268. | 108. | 21. | 96. | 43. | 247. | 153. | 3. | 29. | 62. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1984 | 812. | 281. | 111. | 24. | 103. | 43. | 250. | 156. | 3. | 30. | 61. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1985 | 841. | 293. | 114. | 25. | 111. | 43. | 255. | 159. | 4. | 32. | 60. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1986 | 868. | 305. | 117. | 27. | 118. | 43. | 258. | 162. | 4. | 33. | 59. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1987 | 896. | 317. | 122. | 29. | 123. | 43. | 262. | 165. | 4. | 35. | 58. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1988 | 923. | 329. | 125. | 32. | 129. | 43. | 265. | 169. | 4. | 36. | 56. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1989 | 949. | 340. | 128. | 33. | 136. | 43. | 269. | 172. | 5. | 37. | 55. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1990 | 978. | 352. | 131. | 35. | 143. | 43. | 274. | 176. | 5. | 39. | 54. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION WESTERN

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|-------------|------------|-----|------------|-------------|------------|-----|------------|-------------|------------|-----|
| | | TOTAL | | GEN | | DOMESTIC | | MIL | | AIR | | GEN | |
| | | AIR CAR | AIR TAXI | AIR CAR | AVI | AIR CAR | AIR TAXI | AIR CAR | AVI | AIR CAR | AIR TAXI | AIR CAR | AVI |
| 1969 | 1981 | 856 | 0 | 555 | 87 | 269 | 0 | 50 | 5 | 55 | 0 | 0 | 0 |
| 1970 | 2047 | 873 | 0 | 586 | 93 | 301 | 0 | 62 | 8 | 65 | 0 | 1 | 34 |
| 1971 | 2057 | 872 | 0 | 570 | 91 | 313 | 0 | 69 | 8 | 61 | 0 | 0 | 37 |
| 1972 | 1966 | 860 | 16 | 495 | 79 | 246 | 0 | 59 | 7 | 60 | 0 | 0 | 27 |
| 1973 | 1945 | 876 | 14 | 526 | 97 | 193 | 0 | 55 | 7 | 51 | 0 | 1 | 21 |
| 1974 | 1914 | 861 | 22 | 492 | 113 | 192 | 0 | 57 | 8 | 41 | 0 | 3 | 20 |
| 1975 | 2013 | 915 | 37 | 501 | 137 | 183 | 0 | 50 | 9 | 47 | 0 | 1 | 18 |
| 1976 | 2043 | 925 | 42 | 500 | 145 | 193 | 0 | 61 | 10 | 41 | 0 | 1 | 18 |
| 1977 | 2295 | 1041 | 56 | 532 | 194 | 213 | 0 | 69 | 13 | 45 | 0 | 1 | 14 |
| 1978 | 2513 | 1136 | 75 | 571 | 234 | 241 | 1 | 80 | 15 | 46 | 0 | 1 | 14 |
| 1979 | 2622 | 1191 | 87 | 592 | 267 | 240 | 1 | 81 | 17 | 48 | 0 | 1 | 16 |
| 1980 | 2724 | 1236 | 100 | 604 | 287 | 252 | 1 | 83 | 20 | 51 | 0 | 2 | 17 |
| 1981 | 2817 | 1280 | 106 | 617 | 311 | 257 | 1 | 83 | 21 | 57 | 0 | 2 | 17 |
| 1982 | 2911 | 1323 | 119 | 628 | 330 | 265 | 0 | 85 | 24 | 60 | 0 | 2 | 18 |
| 1983 | 3008 | 1366 | 131 | 640 | 348 | 276 | 0 | 88 | 26 | 64 | 0 | 3 | 19 |
| 1984 | 3117 | 1417 | 144 | 652 | 374 | 283 | 0 | 90 | 27 | 67 | 0 | 3 | 20 |
| 1985 | 3207 | 1459 | 150 | 663 | 399 | 289 | 0 | 91 | 29 | 70 | 0 | 3 | 20 |
| 1986 | 3303 | 1503 | 155 | 675 | 425 | 297 | 0 | 93 | 30 | 73 | 0 | 4 | 21 |
| 1987 | 3420 | 1558 | 168 | 699 | 443 | 304 | 0 | 95 | 31 | 76 | 0 | 4 | 22 |
| 1988 | 3513 | 1600 | 180 | 710 | 462 | 313 | 0 | 97 | 33 | 80 | 0 | 5 | 22 |
| 1989 | 3610 | 1644 | 186 | 722 | 487 | 322 | 0 | 100 | 35 | 83 | 0 | 5 | 23 |
| 1990 | 3703 | 1687 | 192 | 734 | 512 | 329 | 0 | 102 | 35 | 87 | 0 | 5 | 24 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

LOS ANGELES

| DEPARTURES | | | | | | | | | | OVERS | | | | | | | | | |
|------------|-------------------|-------|------|------|------|------------|------|-------|------------|-------------|------------|-----|------------|-------------|------------|-----|--|--|--|
| FY | AIRCFT HANDLED | TOTAL | AIR | | | GEN AVI | MIL | TOTAL | DOMESTIC | | | | | OCEANIC | | | | | |
| | | | CAR | TAXI | | | | | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL | | | |
| 1965 | 1028. | 472. | 317. | 0. | 49. | 106. | 84. | 25. | 0. | 2. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1970 | 1039. | 476. | 327. | 0. | 55. | 94. | 87. | 32. | 0. | 5. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1971 | 1036. | 472. | 323. | 0. | 49. | 100. | 92. | 33. | 0. | 5. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1972 | 1024. | 472. | 291. | 7. | 42. | 132. | 80. | 32. | 0. | 4. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1973 | 1050. | 489. | 308. | 7. | 54. | 120. | 72. | 32. | 0. | 4. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1974 | 1021. | 473. | 288. | 11. | 60. | 114. | 75. | 32. | 0. | 5. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1975 | 1093. | 508. | 296. | 18. | 66. | 126. | 77. | 33. | 0. | 5. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1976 | 1091. | 508. | 297. | 19. | 67. | 125. | 75. | 34. | 0. | 6. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1977 | 1264. | 587. | 314. | 27. | 94. | 152. | 90. | 41. | 0. | 7. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1978 | 1391. | 642. | 332. | 37. | 120. | 153. | 107. | 46. | 1. | 9. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1979 | 1442. | 670. | 346. | 43. | 136. | 145. | 102. | 46. | 1. | 10. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1980 | 1491. | 693. | 355. | 50. | 145. | 143. | 105. | 47. | 1. | 12. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1981 | 1534. | 715. | 364. | 53. | 156. | 142. | 108. | 47. | 1. | 12. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1982 | 1579. | 737. | 372. | 60. | 165. | 140. | 105. | 48. | 0. | 14. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1983 | 1624. | 759. | 381. | 66. | 173. | 139. | 106. | 49. | 0. | 15. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1984 | 1677. | 785. | 390. | 73. | 185. | 137. | 107. | 50. | 0. | 16. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1985 | 1720. | 806. | 398. | 76. | 197. | 135. | 108. | 50. | 0. | 17. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1986 | 1766. | 829. | 407. | 79. | 209. | 134. | 108. | 51. | 0. | 17. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1987 | 1825. | 858. | 423. | 86. | 217. | 132. | 109. | 52. | 0. | 18. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1988 | 1868. | 879. | 431. | 92. | 226. | 130. | 110. | 53. | 0. | 19. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1989 | 1913. | 901. | 440. | 95. | 237. | 129. | 111. | 54. | 0. | 20. | 0. | 0. | 0. | 0. | 0. | 0. | | | |
| 1990 | 1957. | 923. | 449. | 98. | 249. | 127. | 111. | 55. | 0. | 20. | 0. | 0. | 0. | 0. | 0. | 0. | | | |

NOTE:
FIGURES IN THOUSANDS

OAKLAND IFR AIRCRAFT HANDLED BY USER CATEGORY

| FY | AIRCFT HANDLED | DEPARTURES | | | | USERS | | | | | | | | | |
|------|-------------------|------------|------------|-------------|------------|----------|-------|------------|-------------|------------|---------|------------|-------------|------------|-----|
| | | | | | | DOMESTIC | | | | | OCEANIC | | | | |
| | | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | TOTAL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL |
| 1965 | 953 | 384 | 238 | 0 | 38 | 108 | 185 | 25 | 0 | 3 | 62 | 55 | 0 | 0 | 40 |
| 1970 | 1008 | 397 | 259 | 0 | 38 | 100 | 214 | 30 | 0 | 3 | 81 | 65 | 0 | 1 | 34 |
| 1971 | 1021 | 400 | 247 | 0 | 42 | 111 | 221 | 36 | 0 | 3 | 84 | 61 | 0 | 0 | 37 |
| 1972 | 942 | 388 | 204 | 9 | 37 | 136 | 166 | 27 | 0 | 3 | 49 | 60 | 0 | 0 | 27 |
| 1973 | 895 | 387 | 218 | 7 | 43 | 119 | 121 | 23 | 0 | 3 | 22 | 51 | 0 | 1 | 21 |
| 1974 | 893 | 388 | 204 | 11 | 53 | 120 | 117 | 25 | 0 | 3 | 25 | 41 | 0 | 3 | 20 |
| 1975 | 920 | 407 | 205 | 19 | 69 | 114 | 106 | 17 | 0 | 4 | 19 | 47 | 0 | 1 | 18 |
| 1976 | 952 | 417 | 203 | 23 | 78 | 113 | 118 | 27 | 0 | 4 | 27 | 41 | 0 | 1 | 18 |
| 1977 | 1031 | 454 | 218 | 29 | 100 | 107 | 123 | 28 | 0 | 6 | 29 | 45 | 0 | 1 | 14 |
| 1978 | 1122 | 494 | 239 | 38 | 114 | 103 | 134 | 34 | 0 | 6 | 33 | 46 | 0 | 1 | 14 |
| 1979 | 1180 | 521 | 246 | 44 | 131 | 100 | 138 | 35 | 0 | 7 | 31 | 48 | 0 | 1 | 16 |
| 1980 | 1233 | 543 | 249 | 50 | 142 | 102 | 147 | 36 | 0 | 8 | 31 | 53 | 0 | 2 | 17 |
| 1981 | 1285 | 565 | 253 | 53 | 155 | 104 | 153 | 36 | 0 | 9 | 32 | 57 | 0 | 2 | 17 |
| 1982 | 1332 | 586 | 256 | 59 | 165 | 106 | 160 | 37 | 0 | 10 | 33 | 60 | 0 | 2 | 18 |
| 1983 | 1384 | 607 | 259 | 65 | 175 | 108 | 170 | 39 | 0 | 11 | 34 | 64 | 0 | 3 | 19 |
| 1984 | 1440 | 632 | 262 | 71 | 189 | 110 | 176 | 40 | 0 | 11 | 35 | 67 | 0 | 3 | 20 |
| 1985 | 1487 | 653 | 265 | 74 | 202 | 112 | 181 | 41 | 0 | 12 | 35 | 70 | 0 | 3 | 20 |
| 1986 | 1537 | 678 | 268 | 76 | 216 | 114 | 189 | 42 | 0 | 13 | 36 | 73 | 0 | 4 | 21 |
| 1987 | 1595 | 700 | 276 | 82 | 226 | 116 | 195 | 43 | 0 | 13 | 37 | 76 | 0 | 4 | 22 |
| 1988 | 1645 | 721 | 279 | 88 | 236 | 118 | 203 | 44 | 0 | 14 | 38 | 80 | 0 | 5 | 22 |
| 1989 | 1697 | 743 | 282 | 91 | 250 | 120 | 211 | 46 | 0 | 15 | 39 | 83 | 0 | 5 | 23 |
| 1990 | 1746 | 764 | 285 | 94 | 263 | 122 | 218 | 47 | 0 | 15 | 40 | 87 | 0 | 5 | 24 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION NORTHWEST

| FY | AIRCFT HANDLED | DEPARTURES | | | | (VERS | | | | OCEANIC | | | |
|------|-------------------|--------------------|------------|--------------------|------------|--------------------|------------|--------------------|------------|--------------------|------------|--------------------|------------|
| | | TOTAL | | MIL | | TOTAL | | MIL | | TOTAL | | MIL | |
| | | AIR CAR TAXI | GEN AVI | AIR CAR TAXI | GEN AVI | AIR CAR TAXI | GEN AVI | AIR CAR TAXI | GEN AVI | AIR CAR TAXI | GEN AVI | AIR CAR TAXI | GEN AVI |
| 1969 | 560. | 256. | 160. | 0. | 50. | 48. | 7. | 0. | 1. | 0. | 0. | 0. | 0. |
| 1970 | 562. | 258. | 159. | 0. | 53. | 46. | 8. | 0. | 1. | 0. | 0. | 0. | 0. |
| 1971 | 553. | 251. | 151. | 0. | 56. | 51. | 9. | 0. | 1. | 0. | 0. | 0. | 0. |
| 1972 | 561. | 257. | 137. | 16. | 57. | 47. | 10. | 0. | 2. | 0. | 0. | 0. | 0. |
| 1973 | 565. | 261. | 139. | 15. | 60. | 43. | 9. | 0. | 2. | 0. | 0. | 0. | 0. |
| 1974 | 631. | 298. | 138. | 20. | 82. | 35. | 7. | 0. | 3. | 0. | 0. | 0. | 0. |
| 1975 | 695. | 330. | 132. | 45. | 94. | 35. | 8. | 0. | 3. | 0. | 0. | 0. | 0. |
| 1976 | 695. | 328. | 132. | 39. | 102. | 39. | 12. | 0. | 3. | 0. | 0. | 0. | 0. |
| 1977 | 796. | 379. | 136. | 45. | 143. | 38. | 14. | 0. | 2. | 0. | 0. | 0. | 0. |
| 1978 | 914. | 437. | 143. | 82. | 155. | 40. | 14. | 0. | 3. | 0. | 0. | 0. | 0. |
| 1979 | 988. | 475. | 149. | 92. | 180. | 38. | 14. | 0. | 3. | 0. | 0. | 0. | 0. |
| 1980 | 1053. | 506. | 153. | 104. | 195. | 41. | 15. | 0. | 4. | 0. | 0. | 0. | 0. |
| 1981 | 1109. | 534. | 157. | 108. | 215. | 41. | 15. | 0. | 4. | 0. | 0. | 0. | 0. |
| 1982 | 1169. | 563. | 160. | 119. | 230. | 43. | 15. | 0. | 5. | 0. | 0. | 0. | 0. |
| 1983 | 1234. | 595. | 164. | 131. | 246. | 44. | 16. | 0. | 5. | 0. | 0. | 0. | 0. |
| 1984 | 1303. | 629. | 168. | 141. | 266. | 45. | 16. | 0. | 5. | 0. | 0. | 0. | 0. |
| 1985 | 1356. | 655. | 171. | 145. | 286. | 46. | 16. | 0. | 6. | 0. | 0. | 0. | 0. |
| 1986 | 1414. | 683. | 175. | 145. | 306. | 48. | 17. | 0. | 6. | 0. | 0. | 0. | 0. |
| 1987 | 1480. | 716. | 182. | 160. | 321. | 48. | 17. | 0. | 6. | 0. | 0. | 0. | 0. |
| 1988 | 1540. | 745. | 185. | 171. | 336. | 50. | 18. | 0. | 6. | 0. | 0. | 0. | 0. |
| 1989 | 1597. | 773. | 189. | 175. | 356. | 51. | 18. | 0. | 7. | 0. | 0. | 0. | 0. |
| 1990 | 1653. | 800. | 193. | 179. | 376. | 53. | 19. | 0. | 7. | 0. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

SEATTLE

| FY | AIRCFT HANDLED | DEPARTURES | | | | ARRIVALS | | | | OVERNIGHT | | | |
|------|-------------------|------------|-----|-----|------|----------|-----|-----|------|-----------|---|-----|------|
| | | TOTAL | | AIR | | TOTAL | | AIR | | TOTAL | | AIR | |
| | | | | CAR | TAXI | | | CAR | TAXI | | | CAR | TAXI |
| | | | | | | | | | | | | | |
| 1969 | 560 | 256 | 160 | 0 | 0 | 46 | 50 | 7 | 0 | 48 | 1 | 0 | 0 |
| 1970 | 542 | 258 | 159 | 0 | 0 | 46 | 53 | 8 | 0 | 46 | 1 | 0 | 0 |
| 1971 | 553 | 251 | 151 | 0 | 0 | 44 | 56 | 9 | 0 | 51 | 1 | 0 | 0 |
| 1972 | 561 | 257 | 137 | 16 | 16 | 47 | 57 | 10 | 0 | 47 | 2 | 0 | 0 |
| 1973 | 565 | 261 | 139 | 15 | 15 | 47 | 60 | 9 | 0 | 43 | 2 | 0 | 0 |
| 1974 | 631 | 298 | 138 | 20 | 20 | 58 | 82 | 7 | 0 | 35 | 3 | 0 | 0 |
| 1975 | 695 | 330 | 132 | 45 | 45 | 59 | 94 | 8 | 0 | 35 | 3 | 0 | 0 |
| 1976 | 695 | 328 | 132 | 39 | 39 | 55 | 102 | 12 | 0 | 39 | 3 | 0 | 0 |
| 1977 | 796 | 379 | 136 | 45 | 45 | 55 | 143 | 14 | 0 | 38 | 2 | 0 | 0 |
| 1978 | 914 | 437 | 143 | 82 | 82 | 57 | 155 | 14 | 0 | 40 | 3 | 0 | 0 |
| 1979 | 988 | 475 | 149 | 92 | 92 | 54 | 180 | 14 | 0 | 38 | 3 | 0 | 0 |
| 1980 | 1053 | 506 | 153 | 104 | 104 | 54 | 195 | 15 | 0 | 41 | 4 | 0 | 0 |
| 1981 | 1109 | 534 | 157 | 108 | 108 | 54 | 215 | 15 | 0 | 41 | 4 | 0 | 0 |
| 1982 | 1169 | 563 | 160 | 119 | 119 | 54 | 230 | 15 | 0 | 43 | 5 | 0 | 0 |
| 1983 | 1234 | 595 | 164 | 131 | 131 | 54 | 246 | 16 | 0 | 44 | 5 | 0 | 0 |
| 1984 | 1303 | 629 | 168 | 141 | 141 | 54 | 266 | 16 | 0 | 45 | 5 | 0 | 0 |
| 1985 | 1356 | 655 | 171 | 145 | 145 | 53 | 286 | 16 | 0 | 46 | 6 | 0 | 0 |
| 1986 | 1414 | 683 | 175 | 149 | 149 | 53 | 306 | 17 | 0 | 48 | 6 | 0 | 0 |
| 1987 | 1480 | 716 | 182 | 160 | 160 | 53 | 321 | 17 | 0 | 48 | 6 | 0 | 0 |
| 1988 | 1540 | 745 | 185 | 171 | 171 | 53 | 336 | 18 | 0 | 50 | 6 | 0 | 0 |
| 1989 | 1597 | 773 | 189 | 175 | 175 | 53 | 356 | 18 | 0 | 51 | 7 | 0 | 0 |
| 1990 | 1653 | 800 | 193 | 179 | 179 | 52 | 376 | 19 | 0 | 53 | 7 | 0 | 0 |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION ALASKAN

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|--------------------|--------------------|--------------------|------|--------------------|-----|--------------------|-----|--------------------|-----|--------------------|-----|
| | | TOTAL | | GEN | | MIL | | DOMESTIC | | AIR | | MIL | |
| | | AIR CAR TAXI | AIR CAR TAXI | AIR CAR TAXI | AVI | AIR CAR TAXI | AVI | AIR CAR TAXI | AVI | AIR CAR TAXI | AVI | AIR CAR TAXI | AVI |
| 1969 | 301. | 113. | 66. | 0. | 13. | 34. | 34. | 75. | 12. | 0. | 1. | 17. | 20. |
| 1970 | 299. | 116. | 70. | 0. | 19. | 27. | 27. | 67. | 13. | 0. | 2. | 11. | 15. |
| 1971 | 264. | 101. | 60. | 0. | 14. | 27. | 27. | 62. | 12. | 0. | 1. | 11. | 13. |
| 1972 | 256. | 97. | 55. | 4. | 12. | 26. | 26. | 62. | 13. | 0. | 1. | 9. | 11. |
| 1973 | 228. | 88. | 49. | 4. | 11. | 24. | 24. | 52. | 11. | 0. | 1. | 8. | 9. |
| 1974 | 236. | 95. | 55. | 6. | 12. | 22. | 22. | 46. | 11. | 0. | 1. | 7. | 6. |
| 1975 | 332. | 146. | 76. | 20. | 28. | 22. | 22. | 40. | 7. | 0. | 1. | 6. | 6. |
| 1976 | 314. | 141. | 73. | 20. | 27. | 21. | 21. | 32. | 3. | 0. | 0. | 3. | 5. |
| 1977 | 307. | 136. | 58. | 24. | 34. | 20. | 20. | 35. | 3. | 0. | 0. | 4. | 5. |
| 1978 | 305. | 135. | 60. | 27. | 28. | 20. | 20. | 35. | 3. | 0. | 0. | 3. | 5. |
| 1979 | 342. | 153. | 64. | 33. | 37. | 19. | 19. | 36. | 3. | 0. | 0. | 3. | 6. |
| 1980 | 376. | 169. | 68. | 39. | 43. | 19. | 19. | 38. | 3. | 0. | 1. | 3. | 6. |
| 1981 | 406. | 183. | 71. | 42. | 51. | 19. | 19. | 40. | 3. | 0. | 2. | 3. | 6. |
| 1982 | 442. | 201. | 74. | 49. | 58. | 20. | 20. | 40. | 3. | 0. | 2. | 3. | 6. |
| 1983 | 477. | 217. | 77. | 55. | 65. | 20. | 20. | 43. | 3. | 0. | 3. | 4. | 6. |
| 1984 | 516. | 236. | 81. | 62. | 73. | 20. | 20. | 44. | 3. | 0. | 3. | 4. | 6. |
| 1985 | 545. | 250. | 84. | 65. | 81. | 20. | 20. | 45. | 3. | 0. | 4. | 4. | 6. |
| 1986 | 575. | 264. | 87. | 68. | 89. | 20. | 20. | 47. | 3. | 0. | 4. | 4. | 6. |
| 1987 | 615. | 283. | 92. | 75. | 96. | 20. | 20. | 49. | 3. | 0. | 5. | 5. | 7. |
| 1988 | 648. | 299. | 95. | 81. | 103. | 20. | 20. | 50. | 3. | 0. | 5. | 5. | 7. |
| 1989 | 681. | 315. | 99. | 85. | 111. | 20. | 20. | 51. | 3. | 0. | 6. | 5. | 7. |
| 1990 | 710. | 329. | 102. | 88. | 119. | 20. | 20. | 52. | 3. | 0. | 6. | 5. | 7. |

NOTE:
FIGURES IN THOUSANDS

ANCHORAGE

IFR AIRCRAFT HANDLED BY USER CATEGORY

48

| DEPARTURES | | | | | | | | | | OVERS | | | | | | | | | |
|------------|-------------------|-------|------|-------------|-----|-------------|------------|------------|-----|-------------|------------|-----|------------|-------------|------------|-----|------------|-------------|------------|
| FY | AIRCFT HANDLED | TOTAL | | | AIR | | | GEN AVI | MIL | DOMESTIC | | | | | OCEANIC | | | | |
| | | TOTAL | CAR | AIR TAXI | CAR | AIR TAXI | AIR CAR | | | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI |
| 1969 | 301. | 113. | 66. | 0. | 0. | 13. | 34. | 75. | 12. | 0. | 0. | 1. | 17. | 25. | 0. | 0. | 0. | 20. | |
| 1970 | 299. | 116. | 70. | 0. | 0. | 19. | 27. | 67. | 13. | 0. | 0. | 2. | 11. | 26. | 0. | 0. | 0. | 15. | |
| 1971 | 264. | 101. | 60. | 0. | 0. | 14. | 27. | 62. | 12. | 0. | 0. | 1. | 11. | 25. | 0. | 0. | 0. | 13. | |
| 1972 | 256. | 97. | 55. | 4. | 4. | 12. | 26. | 62. | 13. | 0. | 0. | 1. | 9. | 28. | 0. | 0. | 0. | 11. | |
| 1973 | 228. | 88. | 49. | 4. | 4. | 11. | 24. | 52. | 11. | 0. | 0. | 1. | 8. | 23. | 0. | 0. | 0. | 9. | |
| 1974 | 236. | 95. | 55. | 6. | 6. | 12. | 22. | 46. | 11. | 0. | 0. | 1. | 7. | 21. | 0. | 0. | 0. | 6. | |
| 1975 | 332. | 146. | 76. | 20. | 20. | 28. | 22. | 40. | 7. | 0. | 0. | 1. | 6. | 20. | 0. | 0. | 0. | 6. | |
| 1976 | 314. | 141. | 73. | 20. | 20. | 27. | 21. | 32. | 3. | 0. | 0. | 0. | 3. | 21. | 0. | 0. | 0. | 5. | |
| 1977 | 307. | 136. | 58. | 24. | 24. | 34. | 20. | 35. | 3. | 0. | 0. | 0. | 4. | 23. | 0. | 0. | 0. | 5. | |
| 1978 | 305. | 135. | 60. | 27. | 27. | 28. | 20. | 35. | 3. | 0. | 0. | 0. | 3. | 24. | 0. | 0. | 0. | 5. | |
| 1979 | 342. | 153. | 64. | 33. | 33. | 37. | 19. | 36. | 3. | 0. | 0. | 0. | 3. | 24. | 0. | 0. | 0. | 6. | |
| 1980 | 376. | 169. | 68. | 39. | 39. | 43. | 19. | 38. | 3. | 0. | 0. | 1. | 3. | 25. | 0. | 0. | 0. | 6. | |
| 1981 | 406. | 183. | 71. | 42. | 42. | 51. | 19. | 40. | 3. | 0. | 0. | 2. | 3. | 26. | 0. | 0. | 0. | 6. | |
| 1982 | 442. | 201. | 74. | 49. | 49. | 58. | 20. | 40. | 3. | 0. | 0. | 2. | 3. | 26. | 0. | 0. | 0. | 6. | |
| 1983 | 477. | 217. | 77. | 55. | 55. | 65. | 20. | 43. | 3. | 0. | 0. | 3. | 4. | 27. | 0. | 0. | 0. | 6. | |
| 1984 | 516. | 236. | 81. | 62. | 62. | 73. | 20. | 44. | 3. | 0. | 0. | 3. | 4. | 28. | 0. | 0. | 0. | 6. | |
| 1985 | 545. | 250. | 84. | 65. | 65. | 81. | 20. | 45. | 3. | 0. | 0. | 4. | 4. | 28. | 0. | 0. | 0. | 6. | |
| 1986 | 575. | 264. | 87. | 68. | 68. | 89. | 20. | 47. | 3. | 0. | 0. | 4. | 4. | 29. | 0. | 0. | 0. | 7. | |
| 1987 | 615. | 283. | 92. | 75. | 75. | 96. | 20. | 49. | 3. | 0. | 0. | 5. | 5. | 29. | 0. | 0. | 0. | 7. | |
| 1988 | 648. | 299. | 95. | 81. | 81. | 103. | 20. | 50. | 3. | 0. | 0. | 5. | 5. | 30. | 0. | 0. | 0. | 7. | |
| 1989 | 681. | 315. | 99. | 85. | 85. | 111. | 20. | 51. | 3. | 0. | 0. | 6. | 5. | 30. | 0. | 0. | 0. | 7. | |
| 1990 | 710. | 329. | 102. | 88. | 88. | 119. | 20. | 52. | 3. | 0. | 0. | 6. | 5. | 31. | 0. | 0. | 0. | 7. | |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

REGION PACIFIC

| FY | AIRCFT HANDLED | DEPARTURES | | | OVERS | | | DOMESTIC | | | OCEANIC | | |
|------|-------------------|------------|------------|------|------------|-----|-------|------------|------|------------|---------|------------|------|
| | | TOTAL | AIR CAR | TAXI | GEN AVI | MIL | TOTAL | AIR CAR | TAXI | GEN AVI | MIL | AIR CAR | TAXI |
| | | | | | | | | | | | | | |
| 1969 | 514. | 168. | 101. | 0. | 1. | 66. | 178. | 1. | 0. | 0. | 2. | 82. | 0. |
| 1970 | 497. | 162. | 112. | 0. | 0. | 50. | 173. | 1. | 0. | 0. | 3. | 94. | 0. |
| 1971 | 447. | 149. | 103. | 0. | 0. | 46. | 149. | 0. | 0. | 0. | 3. | 85. | 0. |
| 1972 | 471. | 166. | 107. | 0. | 0. | 59. | 139. | 0. | 0. | 0. | 2. | 82. | 0. |
| 1973 | 535. | 191. | 114. | 0. | 1. | 76. | 153. | 0. | 0. | 0. | 5. | 75. | 0. |
| 1974 | 449. | 174. | 117. | 3. | 2. | 52. | 101. | 0. | 0. | 0. | 3. | 64. | 0. |
| 1975 | 456. | 171. | 118. | 2. | 2. | 49. | 114. | 1. | 0. | 0. | 5. | 72. | 0. |
| 1976 | 425. | 158. | 111. | 3. | 2. | 42. | 109. | 1. | 0. | 0. | 7. | 66. | 0. |
| 1977 | 424. | 158. | 113. | 3. | 3. | 39. | 108. | 1. | 0. | 0. | 7. | 65. | 0. |
| 1978 | 449. | 168. | 119. | 6. | 5. | 38. | 113. | 1. | 0. | 0. | 7. | 69. | 0. |
| 1979 | 461. | 172. | 123. | 6. | 6. | 37. | 117. | 1. | 0. | 0. | 6. | 71. | 0. |
| 1980 | 472. | 177. | 126. | 7. | 7. | 37. | 118. | 1. | 0. | 0. | 6. | 74. | 0. |
| 1981 | 480. | 179. | 128. | 7. | 7. | 37. | 122. | 1. | 0. | 0. | 6. | 78. | 0. |
| 1982 | 489. | 183. | 131. | 8. | 7. | 37. | 123. | 1. | 0. | 0. | 6. | 80. | 0. |
| 1983 | 505. | 188. | 134. | 9. | 8. | 37. | 129. | 2. | 0. | 0. | 7. | 84. | 0. |
| 1984 | 516. | 193. | 136. | 10. | 9. | 38. | 130. | 2. | 0. | 0. | 7. | 86. | 0. |
| 1985 | 520. | 194. | 138. | 9. | 9. | 38. | 132. | 2. | 0. | 0. | 7. | 88. | 0. |
| 1986 | 524. | 197. | 140. | 10. | 10. | 37. | 132. | 2. | 0. | 0. | 7. | 90. | 0. |
| 1987 | 541. | 203. | 146. | 10. | 10. | 37. | 135. | 2. | 0. | 0. | 7. | 93. | 0. |
| 1988 | 550. | 207. | 148. | 11. | 11. | 37. | 136. | 2. | 0. | 0. | 6. | 96. | 0. |
| 1989 | 558. | 210. | 150. | 11. | 12. | 37. | 138. | 2. | 0. | 0. | 7. | 98. | 0. |
| 1990 | 572. | 215. | 153. | 12. | 12. | 38. | 142. | 3. | 0. | 0. | 7. | 101. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

GUAM

| FY | AIRCFT HANDLED | DEPARTURES | | | | OVERS | | | | OCEANIC | | | |
|------|-------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | | TOTAL | | GEN | | DOMESTIC | | MIL | | AIR | | GEN | |
| | | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI | AIR CAR | AIR TAXI |
| 1969 | 106. | 27. | 0. | 0. | 0. | 1. | 0. | 0. | 0. | 16. | 0. | 0. | 0. |
| 1970 | 84. | 20. | 0. | 0. | 0. | 1. | 0. | 0. | 0. | 17. | 0. | 0. | 0. |
| 1971 | 67. | 16. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 15. | 0. | 0. | 0. |
| 1972 | 77. | 20. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 14. | 0. | 0. | 0. |
| 1973 | 128. | 35. | 0. | 0. | 0. | 0. | 0. | 2. | 2. | 13. | 0. | 0. | 0. |
| 1974 | 75. | 23. | 3. | 0. | 0. | 0. | 0. | 1. | 1. | 12. | 0. | 0. | 0. |
| 1975 | 72. | 21. | 2. | 0. | 0. | 1. | 0. | 1. | 1. | 14. | 0. | 0. | 0. |
| 1976 | 55. | 16. | 3. | 0. | 0. | 1. | 0. | 2. | 2. | 9. | 0. | 0. | 0. |
| 1977 | 53. | 13. | 1. | 0. | 0. | 1. | 0. | 5. | 5. | 9. | 0. | 0. | 0. |
| 1978 | 57. | 14. | 0. | 0. | 0. | 1. | 0. | 5. | 5. | 10. | 0. | 0. | 0. |
| 1979 | 57. | 14. | 0. | 0. | 0. | 1. | 0. | 4. | 4. | 10. | 0. | 0. | 0. |
| 1980 | 62. | 17. | 1. | 1. | 1. | 1. | 0. | 4. | 4. | 10. | 0. | 0. | 0. |
| 1981 | 62. | 17. | 1. | 1. | 1. | 1. | 0. | 4. | 4. | 10. | 0. | 0. | 0. |
| 1982 | 64. | 18. | 2. | 1. | 1. | 1. | 0. | 4. | 4. | 10. | 0. | 0. | 0. |
| 1983 | 68. | 20. | 2. | 2. | 2. | 2. | 0. | 4. | 4. | 10. | 0. | 0. | 0. |
| 1984 | 69. | 21. | 3. | 2. | 2. | 2. | 0. | 4. | 4. | 9. | 0. | 0. | 0. |
| 1985 | 69. | 21. | 3. | 2. | 2. | 2. | 0. | 4. | 4. | 9. | 0. | 0. | 0. |
| 1986 | 70. | 22. | 4. | 3. | 3. | 2. | 0. | 4. | 4. | 9. | 0. | 0. | 0. |
| 1987 | 72. | 23. | 4. | 3. | 3. | 2. | 0. | 4. | 4. | 9. | 0. | 0. | 0. |
| 1988 | 73. | 24. | 5. | 3. | 3. | 2. | 0. | 3. | 3. | 9. | 0. | 0. | 0. |
| 1989 | 74. | 25. | 5. | 4. | 4. | 2. | 0. | 3. | 3. | 9. | 0. | 0. | 0. |
| 1990 | 78. | 27. | 6. | 4. | 4. | 3. | 0. | 3. | 3. | 8. | 0. | 0. | 0. |

NOTE:
FIGURES IN THOUSANDS

IFR AIRCRAFT HANDLED BY USER CATEGORY

HONOLULU

| DEPARTURES | | | | | | | | | | USERS | | | | | | | | | |
|------------|-------------------|-------|------|------|-----|------------|-----|-------|------------|-------------|------------|-----|------------|-------------|------------|-----|------------|-------------|------------|
| FY | AIRCFT HANDLED | TOTAL | AIR | | | GEN AVI | MIL | TOTAL | DOMESTIC | | | | | OCEANIC | | | | | |
| | | | CAR | TAXI | AIR | | | | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI | MIL | AIR CAR | AIR TAXI | GEN AVI |
| 1969 | 408. | 141. | 94. | 0. | 0. | 1. | 46. | 126. | 0. | 0. | 0. | 0. | 2. | 66. | 0. | 0. | 58. | | |
| 1970 | 413. | 142. | 105. | 0. | 0. | 0. | 37. | 129. | 0. | 0. | 0. | 0. | 3. | 77. | 0. | 0. | 49. | | |
| 1971 | 380. | 133. | 96. | 0. | 0. | 0. | 37. | 114. | 0. | 0. | 0. | 0. | 3. | 70. | 0. | 0. | 41. | | |
| 1972 | 394. | 146. | 100. | 0. | 0. | 0. | 46. | 102. | 0. | 0. | 0. | 0. | 2. | 68. | 0. | 1. | 31. | | |
| 1973 | 407. | 156. | 106. | 0. | 0. | 1. | 49. | 95. | 0. | 0. | 0. | 0. | 3. | 62. | 0. | 1. | 29. | | |
| 1974 | 374. | 151. | 109. | 0. | 0. | 2. | 40. | 72. | 0. | 0. | 0. | 0. | 2. | 52. | 0. | 1. | 17. | | |
| 1975 | 384. | 150. | 109. | 0. | 0. | 2. | 39. | 84. | 0. | 0. | 0. | 0. | 4. | 58. | 0. | 1. | 21. | | |
| 1976 | 370. | 142. | 105. | 0. | 0. | 2. | 35. | 86. | 0. | 0. | 0. | 0. | 5. | 57. | 0. | 1. | 23. | | |
| 1977 | 371. | 145. | 107. | 2. | 2. | 3. | 33. | 81. | 0. | 0. | 0. | 0. | 2. | 56. | 0. | 1. | 22. | | |
| 1978 | 392. | 154. | 112. | 6. | 6. | 5. | 31. | 84. | 0. | 0. | 0. | 0. | 2. | 59. | 0. | 1. | 22. | | |
| 1979 | 404. | 158. | 116. | 6. | 6. | 6. | 30. | 88. | 0. | 0. | 0. | 0. | 2. | 61. | 0. | 1. | 24. | | |
| 1980 | 410. | 160. | 118. | 6. | 6. | 6. | 30. | 90. | 0. | 0. | 0. | 0. | 2. | 64. | 0. | 1. | 23. | | |
| 1981 | 418. | 162. | 120. | 6. | 6. | 6. | 30. | 94. | 0. | 0. | 0. | 0. | 2. | 68. | 0. | 1. | 23. | | |
| 1982 | 425. | 165. | 123. | 6. | 6. | 6. | 30. | 95. | 0. | 0. | 0. | 0. | 2. | 70. | 0. | 1. | 22. | | |
| 1983 | 437. | 168. | 125. | 7. | 6. | 6. | 30. | 101. | 0. | 0. | 0. | 0. | 3. | 74. | 0. | 2. | 22. | | |
| 1984 | 447. | 172. | 127. | 7. | 7. | 7. | 31. | 103. | 0. | 0. | 0. | 0. | 3. | 77. | 0. | 2. | 21. | | |
| 1985 | 451. | 173. | 129. | 6. | 7. | 7. | 31. | 105. | 0. | 0. | 0. | 0. | 3. | 79. | 0. | 2. | 21. | | |
| 1986 | 456. | 175. | 131. | 6. | 6. | 7. | 31. | 106. | 0. | 0. | 0. | 0. | 3. | 81. | 0. | 2. | 20. | | |
| 1987 | 469. | 180. | 136. | 6. | 6. | 7. | 31. | 109. | 0. | 0. | 0. | 0. | 3. | 84. | 0. | 2. | 20. | | |
| 1988 | 477. | 183. | 138. | 6. | 6. | 8. | 31. | 111. | 0. | 0. | 0. | 0. | 3. | 87. | 0. | 2. | 19. | | |
| 1989 | 484. | 185. | 140. | 6. | 6. | 8. | 31. | 114. | 0. | 0. | 0. | 0. | 4. | 89. | 0. | 2. | 19. | | |
| 1990 | 494. | 188. | 142. | 6. | 6. | 8. | 32. | 118. | 0. | 0. | 0. | 0. | 4. | 93. | 0. | 3. | 19. | | |

NOTE:
FIGURES IN THOUSANDS

AIR ROUTE TRAFFIC CONTROL CENTER FORECASTING MODEL

The Aviation Forecast Branch of the Office of Aviation Policy has devoted substantial efforts to strengthening aviation activity forecasting methods, especially the forecasting techniques for regional levels. As an integral part of these efforts, this report focuses on the annual forecasts for the number of Instrumental Flight Rule (IFR) aircraft departures and overs for the 25 FAA Air Route Traffic Control Centers (ARTCC) in the 50 states, the District of Columbia, and outlying U.S. territories, including San Juan, Balboa, and Guam.

Model Estimation

The basic strategies of the methodological development for the ARTCC air activity forecasts in this study were such that: (1) departures are correlated with socioeconomic activities in the same ARTCC area; (2) overs are a function of departures in relevant centers other than the center itself. The socioeconomic variables employed for this model include population, population density, income and employment in the center areas.

FAA's ARTCC boundaries are defined by controlled airspace and they do not coincide with state or country boundaries. This necessitated the allocation of counties to the

pertinent ARTCC center so that socioeconomic variables for individual centers would be available. Because the ARTCC boundaries were not static during the 1969-1978 period, it was necessary to compile each center's independent variables for each year.

The detail variables used for the modeling are as follows:

1. Population: The U.S. Bureau of the Census estimates annual population by county. This annual data updates the 1970 Census of Population in cooperation with the states.
2. Population density: Population density for a given center area is computed by using population estimates and land area of the center obtained from the 1976 County City Data Book.
3. Employment by industry: The annual employment data used for this model were obtained from the Bureau of Economic Analysis (BEA) for the years 1969 through 1976. These BEA employment data are classified by the following categories:

Total Employment

Number of Proprietors

- ° farm proprietors
- ° nonfarm proprietors

Wage and Salary Employment

- ° farm wage and salary employment
- ° nonfarm wage and salary employment

(a) Private industries

agriculture services, forestry, fishery
and others

mining

construction

manufacturing

- ° non-durable manufacturing

- ° durable manufacturing

transportation and public utilities

wholesale trade

retail trade

finance, insurance and real estate

services

(b) Government and Government Enterprises

civilian federal employment

military employment

state and local employment

4. Income by source and earnings by industry: In addition to the industry employment, income by source and earnings by industry for each area were obtained from the Bureau of Economic Analysis and correlated with the IFR aircraft handled by user category. Special care was applied to prevent simultaneous inclusion of income and employment variables in any one equation.

Based on the aforementioned historical data for each center, these variables were projected annually to 1990. Basic assumptions underlying these projections are identical to those used by the FAA for its National Aviation Activity Forecasts (for details, see FAA Aviation Forecasts, Fiscal Years, 1979-1990, pp. 81-82).

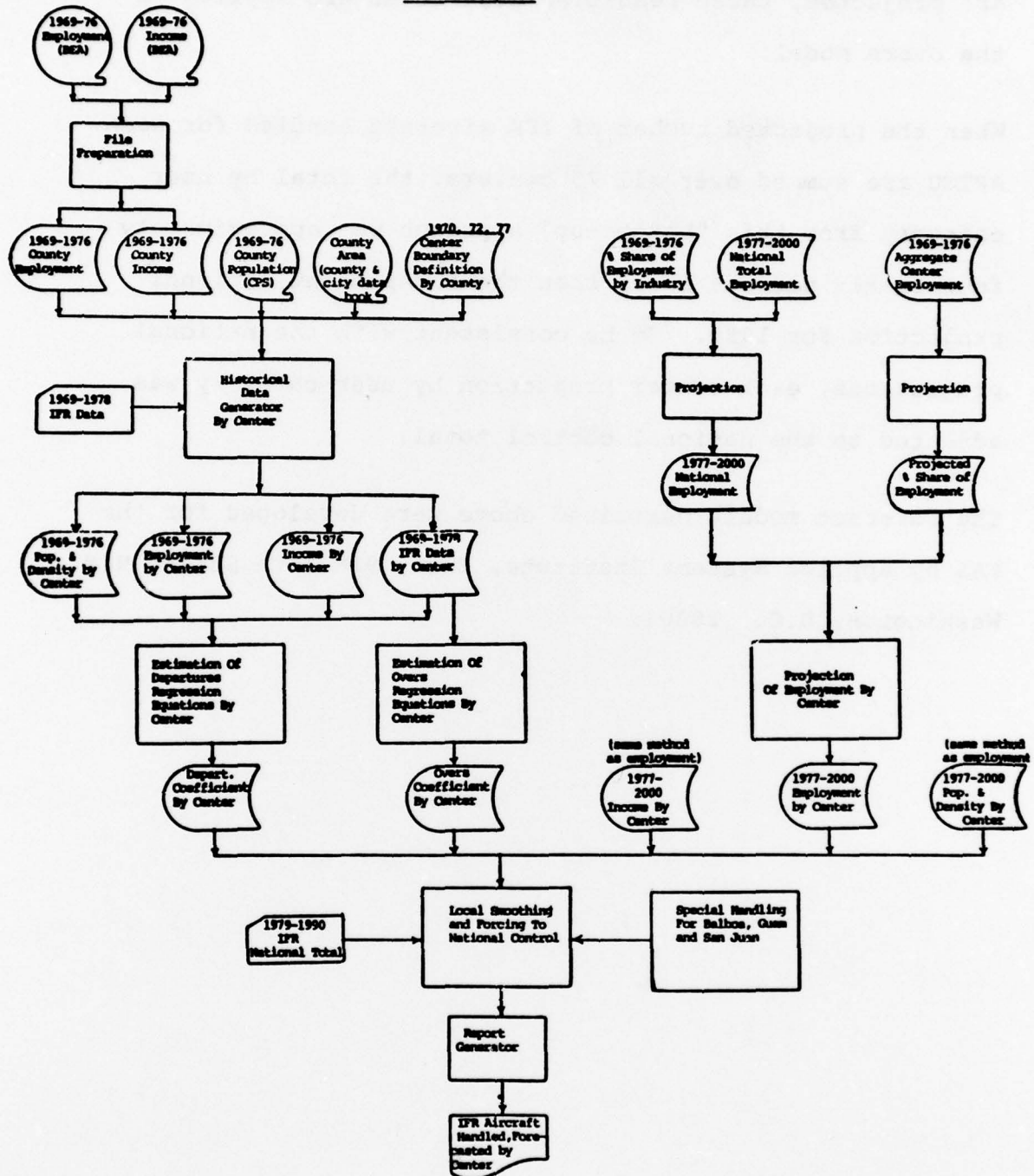
The schematic procedures for model estimation and projections are presented in Figure 1. The historical estimation procedures are straight forward application of the ordinary least squares regression technique. Individual equations were obtained by regressing historical data of aircraft departures by user category on appropriate independent variables for the center. Overs are considered to be independent of socioeconomic activities within the center area. Rather, they are directly related to the departures of other centers. Therefore, the overs were regressed on the departures from selected relevant centers. Statistical results showed that overs are highly correlated with departures of other centers.

Projections

The selected projection procedure was a block recursive method. First, departures were projected by applying the regression coefficient estimates based on historical data

FIGURE 1

SYSTEMS FLOW CHART FOR FORECASTS OF IFR AIRCRAFT
HANDLED BY ARTCC



to the projected independent variables. Once departures are projected, these resulting departures are applied to the overs model.

When the projected number of IFR aircraft handled for each ARTCC are summed over all 25 centers, the total by user category from this "bottom-up" approach was approximately four to six percent lower than the independent national projection for 1990. To be consistent with the national projections, each center projection by user category was adjusted to the national control total.

The forecast models described above were developed for the FAA by Applied Systems Institute, Inc., 918 16th Street N.W., Washington, D.C. 20006.